



# Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom

Sir William Crookes

Died on April 8th 1919,  
but his discovery of  
Crookes' Lenses

WILL LIVE FOR EVER.

N. IAZARUS,  
Optician,  
12, Queen's Road C. [71]

No. 19,987

號七十八百九千九萬一第

日九十月五閏年戌壬

HONGKONG, THURSDAY, JULY 13TH, 1922. 四拜禮

號三十月七年一十國民華中

PRION, \$3 PER MONTH

## INTIMATION

A most Refreshing  
Drink for Summer

IS

MARTINI & ROSSI'S

ITALIAN

VERMOUTH

With Cold Water.

OF ALL DEALERS.

## CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S  
SPORTING CARTRIDGES, 12,  
16 and 20 bore, loaded with the Sportsman's  
Favourite powder—E. C. and SMOKE-  
LESS DIAMOND.

THE HONGKONG SPORTING ARMS  
& AMMUNITION STORE,  
Nos. 5-6, Beaconsfield Avenue

## A LING & CO.

19, Queen's Road Central,  
HONGKONG.

## FURNITURE AND PHOTO GOODS STORE.

Glass Etching, Sign-Board and  
Mirror Making.  
Carved Marble in Various Shades.  
Photographic Goods of Every Description  
in Stock.  
Developing, Printing and Enlarging  
Undertaken.  
Telephone 1219.

## FRENCH LESSONS

G. MOUSSON.

16, Morrison Hill Road.

## PEAK TRAMWAY CO. LIMITED.

### TIME-TABLE.

#### WEEK DAYS

7.00 a.m. to 8.00 a.m. every 15 minutes.  
8.00 " " 9.30 " " 10 " "  
9.30 " " 11.00 " " 15 " "  
11.30 " " 12.30 p.m. " 15 " "  
12.30 p.m. " 2.30 " " 10 " "  
2.30 " " 4.00 " " 15 " "  
4.00 " " 8.10 " " 10 " "

#### NIGHT CARS

8.50 p.m. to 9.00 p.m. every 80 minutes  
9.50 p.m. to 11.30 p.m. every 80 minutes  
11.45 p.m.

#### SATURDAY

Extra Car—12 midnight.

#### SUNDAYS

7.30 a.m. to 7.45 a.m.  
8.00 a.m. to 9.30 a.m. every 15 minutes  
9.30 " " 11.00 " " 10 " "  
11.30 " " 12.00 noon " 15 " "  
12.00 noon " 1.00 p.m. " 10 " "  
1.00 p.m. " 4.00 " " 15 " "  
4.00 " " 8.10 " " 10 " "

#### NIGHT CARS

As on Week-Day

SPECIAL CARS by arrangement at  
the Company's Office, Alexandra Buildings,  
Des Voeux Road.  
Season and punch tickets available for  
all cars, not already full, running at the  
time stated in the Company's time-tables,  
except for special cars, can be obtained on  
application at the Company's Office. No  
Season Tickets will be issued until payment  
thereof has been made in Bank Notes or  
Cheque or Comptroller Order representing  
Bank Notes.

## KOWLOON-CANTON RAILWAY

### TIME-TABLE.

On and after FRIDAY, September 1st, 1921 until further Notice.  
(All previous Time Tables cancelled.)

#### DOWN TRAINS

Station		No. 1		No. 2		No. 3		No. 4		No. 5		No. 6		No. 7		No. 8		No. 9		No. 10		No. 11		No. 12		No. 13		No. 14		No. 15		No. 16		No. 17		No. 18		No. 19		No. 20		No. 21		No. 22		No. 23		No. 24		No. 25		No. 26		No. 27		No. 28		No. 29		No. 30		No. 31		No. 32		No. 33		No. 34		No. 35		No. 36		No. 37		No. 38		No. 39		No. 40		No. 41		No. 42		No. 43		No. 44		No. 45		No. 46		No. 47		No. 48		No. 49		No. 50		No. 51		No. 52		No. 53		No. 54		No. 55		No. 56		No. 57		No. 58		No. 59		No. 60		No. 61		No. 62		No. 63		No. 64		No. 65		No. 66		No. 67		No. 68		No. 69		No. 70		No. 71		No. 72		No. 73		No. 74		No. 75		No. 76		No. 77		No. 78		No. 79		No. 80		No. 81		No. 82		No. 83		No. 84		No. 85		No. 86		No. 87		No. 88		No. 89		No. 90		No. 91		No. 92		No. 93		No. 94		No. 95		No. 96		No. 97		No. 98		No. 99		No. 100		No. 101		No. 102		No. 103		No. 104		No. 105		No. 106		No. 107		No. 108		No. 109		No. 110		No. 111		No. 112		No. 113		No. 114		No. 115		No. 116		No. 117		No. 118		No. 119		No. 120		No. 121		No. 122		No. 123		No. 124		No. 125		No. 126		No. 127		No. 128		No. 129		No. 130		No. 131		No. 132		No. 133		No. 134		No. 135		No. 136		No. 137		No. 138		No. 139		No. 140		No. 141		No. 142		No. 143		No. 144		No. 145		No. 146		No. 147		No. 148		No. 149		No. 150		No. 151		No. 152		No. 153		No. 154		No. 155		No. 156		No. 157		No. 158		No. 159		No. 160		No. 161		No. 162		No. 163		No. 164		No. 165		No. 166		No. 167		No. 168		No. 169		No. 170		No. 171		No. 172		No. 173		No. 174		No. 175		No. 176		No. 177		No. 178		No. 179		No. 180		No. 181		No. 182		No. 183		No. 184		No. 185		No. 186		No. 187		No. 188		No. 189		No. 190		No. 191		No. 192		No. 193		No. 194		No. 195		No. 196		No. 197		No. 198		No. 199		No. 200		No. 201		No. 202		No. 203		No. 204		No. 205		No. 206		No. 207		No. 208		No. 209		No. 210		No. 211		No. 212		No. 213		No. 214		No. 215		No. 216		No. 217		No. 218		No. 219		No. 220		No. 221		No. 222		No. 223		No. 224		No. 225		No. 226		No. 227		No. 228		No. 229		No. 230		No. 231		No. 232		No. 233		No. 234		No. 235		No. 236		No. 237		No. 238		No. 239		No. 240		No. 241		No. 242		No. 243		No. 244		No. 245		No. 246		No. 247		No. 248		No. 249		No. 250		No. 251		No. 252		No. 253		No. 254		No. 255		No. 256		No. 257		No. 258		No. 259		No. 260		No. 261		No. 262		No. 263		No. 264		No. 265		No. 266		No. 267		No. 268		No. 269		No. 270		No. 271		No. 272		No. 273		No. 274		No. 275		No. 276		No. 277		No. 278		No. 279		No. 280		No. 281		No. 282		No. 283		No. 284		No. 285		No. 286		No. 287		No. 288		No. 289		No. 290		No. 291		No. 292		No. 293		No. 294		No. 295		No. 296		No. 297		No. 298		No. 299		No. 300		No. 301		No. 302		No. 303		No. 304		No. 305		No. 306		No. 307		No. 308		No. 309		No. 310		No. 311		No. 312		No. 313		No. 314		No. 315		No. 316		No. 317		No. 318		No. 319		No. 320		No. 321		No. 322		No. 323		No. 324		No. 325		No. 326		No. 327		No. 328		No. 329		No. 330		No. 331		No. 332		No. 333		No. 334		No. 335		No. 336		No. 337		No. 338		No. 339		No. 340		No. 341		No. 342		No. 343		No. 344		No. 345		No. 346		No. 347		No. 348		No. 349		No. 350		No. 351		No. 352		No. 353		No. 354		No. 355		No. 356		No. 357		No. 358		No. 359		No. 360		No. 361		No. 362		No. 363		No. 364		No. 365		No. 366		No. 367		No. 368		No. 369		No. 370		No. 371		No. 372		No. 373		No. 374		No. 375		No. 376		No. 377		No. 378		No. 379		No. 380		No. 381		No. 382		No. 383		No. 384		No. 385		No. 386		No. 387		No. 388		No. 389		No. 390		No. 391		No. 392		No. 393		No. 394		No. 395		No. 396		No. 397		No. 398		No. 399		No. 400		No. 401		No. 402		No. 403		No. 404		No. 405		No. 406		No. 407		No. 408		No. 409		No. 410		No. 411		No. 412		No. 413		No. 414		No. 415		No. 416		No. 417		No. 418		No. 419		No. 420		No. 421		No. 422		No. 423		No. 424		No. 425		No. 426		No. 427		No. 428		No. 429		No. 430		No. 431		No. 432		No. 433		No. 434		No. 435		No. 436		No. 437		No. 438		No. 439		No. 440		No. 441		No. 442		No. 443		No. 444		No. 445		No. 446		No. 447		No. 448		No. 449		No. 450		No. 451		No. 452		No. 453		No. 454		No. 455		No. 456		No. 457		No. 458		No. 459		No. 460		No. 461		No. 462		No. 463		No. 464		No. 465		No. 466		No. 467		No. 468		No. 469		No. 470		No. 471		No. 472		No. 473		No. 474		No. 475		No. 476		No. 477		No. 478		No. 479		No. 480		No. 481		No. 482		No. 483		No. 484		No. 485		No. 486		No. 487		No. 488		No. 489		No. 490		No. 491		No. 492		No. 493		No. 494		No. 495		No. 496		No. 497		No. 498		No. 499		No. 500		No. 501		No. 502		No. 503		No. 504		No. 505		No. 506		No. 507		No. 508		No. 509		No. 510		No. 511		No. 512		No. 513		No. 514		No. 515		No. 516		No. 517		No. 518		No. 519		No. 520		No. 521		No. 522		No. 523		No. 524		No. 525		No. 526		No. 527		No. 528		No. 529		No. 530		No. 531		No. 532		No. 533		No. 534		No. 535		No. 536		No. 537		No. 538		No. 539		No. 540		No. 541		No. 542		No. 543		No. 544		No. 545		No. 546		No. 547		No. 548		No. 549		No. 550		No. 551		No. 552		No. 553		No. 554		No. 555		No. 556		No. 557		No. 558		No. 559		No. 560		No. 561		No. 562		No. 563		No. 564		No. 565		No. 566		No. 567		No. 568		No. 569		No. 570		No. 571		No. 572		No. 573		No. 574		No. 575		No. 576		No. 577		No. 578		No. 579		No. 580		No. 581		No. 582		No. 583		No. 584		No. 585		No. 586		No. 587		No. 588		No. 589		No. 590		No. 591		No. 592		No. 593		No. 594		No. 595		No. 596		No. 597		No. 598		No. 599		No. 600		No. 601		No. 602		No. 603		No. 604		No. 605		No. 606		No. 607		No. 608		No. 609		No. 610		No. 611		No. 612		No. 613		No. 614		No. 615		No. 616		No. 617		No. 618		No. 619		No. 620		No. 621		No. 622		No. 623		No. 624		No. 625		No. 626		No. 627		No. 628		No. 629		No. 630		No. 631		No. 632		No. 633		No. 634		No. 635		No. 636		No. 637		No. 638		No. 639		No. 640		No. 641		No. 642		No. 643		No. 644		No. 645		No. 646		No. 647		No. 648		No. 649		No. 650		No. 651		No. 652		No. 653		No. 654		No. 655		No. 656		No. 657		No. 658		No. 659		No. 660		No. 661		No. 662		No. 663		No. 664		No. 665		No. 666		No. 667		No. 668		No. 669		No. 670		No. 671		No. 672		No. 673		No. 674		No. 675		No. 676		No. 677		No. 678		No. 679		No. 680		No. 681		No. 682		No. 683		No. 684		No. 685		No. 686		No. 687		No. 688		No. 689		No. 690		No. 691		No. 692		No. 693		No. 694		No. 695		No. 696		No. 697		No. 698		No. 699		No. 700		No. 701		No. 702		No. 703		No. 704		No. 705		No. 706		No. 707		No. 708		No. 709		No. 710		No. 711		No. 712		No. 713		No. 714		No. 715		No. 716		No. 717		No. 718		No. 719		No. 720		No. 721		No. 722		No. 723		No. 724		No. 725		No. 726		No. 727		No. 728		No. 729		No. 730		No. 731		No. 732		No. 733		No. 734		No. 735		No. 736		No. 737		No. 738		No. 739		No. 740		No. 741		No. 742		No. 743		No. 744		No. 745		No. 746		No. 747		No. 748		No. 749		No. 750		No. 751		No. 752		No. 753		No. 754		No. 755		No. 756		No. 757		No. 758		No. 759		No. 760		No. 761		No. 762		No. 763		No. 764		No. 765		No. 766		No. 767		No. 768		No. 769		No. 770		No. 771		No. 772		No. 773		No. 774		No. 775		No. 776		No. 777		No. 778		No. 779		No. 780		No. 781		No. 782		No. 783		No. 784		No. 785		No. 786		No. 787		No. 788		No. 789		No. 790		No. 791		No. 792		No. 793		No. 794		No. 795		No. 796		No. 797		No. 798		No. 799		No. 800		No. 801		No. 802		No. 803		No. 804		No. 805		No. 806		No. 807		No. 808		No. 809		No. 810		No. 811		No. 812		No. 813		No. 814		No. 815		No. 816		No. 817		No. 818		No. 819		No. 820		No. 821		No. 822		No. 823		No. 824		No. 825		No. 826		No. 827		No. 828		No. 829		No. 830		No. 831		No. 832		No. 833		No. 834		No. 835		No. 836		No. 837		No. 838		No. 839		No. 840		No. 841		No. 842		No. 843		No. 844		No. 845		No. 846		No. 847		No. 848		No. 849		No. 850		No. 851		No. 852		No. 853		No. 854		No. 855		No. 856		No. 857		No. 858		No. 859		No. 860		No. 861		No. 862		No. 863		No. 864		No. 865		No. 866		No. 867		No. 868		No. 869		No. 870		No. 871		No. 872		No. 873		No. 874		No. 875		No. 876		No. 877		No. 878		No. 879		No. 880		No. 881		No. 882		No. 883		No. 884		No. 885		No. 886		No. 887		No. 888		No. 889		No. 890		No. 891</	
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### CHINA COAST OFFICERS' SALARIES.

#### ACTION ON THE ARBITRATION AWARD.

#### JUDGMENT FOR DEFENDANTS.

A judgment of considerable importance in the test case brought by the China Coast Officers' Guild against the San Peh S.N. Co. was delivered by Mr. A. D. Blackburn, British Assessor, and Magistrate Li in the Mixed Court at Shanghai on July 7th.

Mr. K. E. Newman conducted the case for the Guild, and Messrs. L. K. Kentwell, Mr. M. B. Brown and N. Y. Chang represented the defendant company.

The Court found as follows in the case of the China Coast Officers' Guild v. the San Peh Steam Navigation Co.:—

This is an action brought by the plaintiffs to compel the defendants to comply with the terms of an arbitration award.

The facts are briefly as follows:—In December, 1919, the masters and officers of the steamers operating on the China Coast, being dissatisfied with their salaries, went on strike. After some negotiation the dispute was referred to the arbitration of two gentlemen in Hongkong, and on May 27th, 1920, an award was made allowing higher scales of wages than those in force previously, and making the new scales retrospective as from December 15th, 1919. The parties to the arbitration were the China Coast Officers' Guild, and the Marine Engineers' Guild of China on the one side and certain steamship companies on the other side. Although the name of the defendant company appears in the award as a party to the arbitration it is admitted by the plaintiffs that the defendant company did not in fact sign a submission to arbitration, pleading that such submission "would run them into a lot of money," but signed instead an undertaking in the following form:—

Shanghai March 15th, 1920.

The Secretary, China Coast Officers' Guild, Present.

Dear Sir,—With reference to the interview held this morning between your Captain Leach and the undersigned, we hereby beg to confirm the assurance given you verbally that we will abide by the result of the arbitration award regarding the scale of wages to be paid to the captains and officers in our employ.—We are, etc.,

THE SAN PEH S.N. CO., LTD.

(Sd.) K. C. SUENG,

Manager.

#### REDUCTION OF SALARIES.

Upon publication of the award the defendant company paid to those members of the plaintiff Guild who were in its employ the arrears allowed under the award and continued to pay the award scale of wages until about March, 1921, when it informed the members in question that it had accepted the position and intended to continue serving at a lower rate of wages. When this was brought to the notice of the Guild's executive certain correspondence passed in which the Guild threatened to take legal proceedings to enforce the award unless the award rates were paid, and the defendant company took up the position that the change in shipping conditions absolved them from further obedience to the award, which was silent as to the period during which the award was to be in force. Subsequently, after the commencement of the present proceedings, all the members of plaintiff Guild in defendant's employ signed a document declaring their willingness to continue serving the company at the present reduced rates of pay and dissociating themselves from the proceedings being taken by the Guild against the company.

Now although it seems to have been assumed by both parties up to the commencement of these proceedings that the defendant company was a party to the arbitration, and the plaintiffs' petition was drawn on this position, it speedily became clear that this position was untenable, and plaintiffs' counsel abandoned it, relying in his arguments not on the award itself, but on the undertaking given by the defendant company to abide by the award. This point is important, as it disposes of embarrassing questions as to the enforceability of the Hongkong arbitration in Chinese Courts, and leaves us to determine only the value of the undertaking given by the defendant company to pay a certain rate of wages to the members of the plaintiff Guild.

#### THE CONTRACT ANALYZED.

The first point we have to consider is this: What, if any, was the contract between the parties? Turning to the undertaking of March 15th we see that it refers to an interview between Captain Leach (representing plaintiff Guild) and Mr. Sueng, manager of defendant company. At this interview, according to Capt. Paus, Capt. Leach said that unless the defendant company agreed to submit to the arbitration the officers employed by the company would go on strike. Although there is considerable confusion in the evidence owing to events which must have occurred in December, 1919, e.g., the affair of Capt. Doyle, being mixed up with others which occurred in March, 1920, it is reasonable to suppose that this is what actually did occur, and we find that the contract between the parties was that, in consideration of the members of plaintiff Guild in the defendant company's employ not going on strike, the defendant company agreed to pay them wages in accordance with the award of the Hongkong arbitrators. In so far therefore as consideration is concerned the agreement seems to be a valid contract. We will not refer further to Capt. Doyle than just to say that his case is covered by a separate agreement signed by defendants dated December 22nd, 1919, and appears to have no bearing on the present action.

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We now come to the point which is the crux of the whole action, namely: Is the plaintiff Guild not bound by the action of its own members in waiving their right to receive wages in accordance with the above contract? We have already referred to the document in which the members of the plaintiff Guild signified their willingness to serve the company "at the present rate of pay," namely a rate considerably lower than the award rate. It has been suggested, but not very convincingly, that this document was signed under the influence of threats, but there is no evidence to this effect and we must accept the document at its face value as an abandonment of any right the signatories might have had to be paid at the award rates. We are told, however, that this abandonment does not bind the Guild, so we have to examine the circumstances more closely.

#### THE LEGAL ASPECT.

As plaintiffs' counsel has quoted Halsbury to us, we will refer to Halsbury, which we find: "When a trade union is a legal association at common law its agreements may be enforced as in the case of any ordinary club." (Vol. 27, p. 612.) Now as the Guild is not incorporated, it is an unincorporated members' club, which is "a society of persons each of whom contributes to the funds out of which the expenses of conducting the society are paid" and "it is not recognized as having any legal existence apart from the members of it, which it is composed of." (Vol. 2, p. 488.) The rights and liabilities of members of a club on contracts made on their behalf are *prima facie* joint only, and all the members should be joined as plaintiffs or defendants, as the case may be, in any action on such a contract." (Vol. 4, p. 420.) "An unincorporated members' club not being a partnership or legal entity cannot sue or be sued in the club name." (Vol. 4, p. 420.) The plaintiff Guild, in short, is not a legal entity and in an English Court it could not have brought this action in its present form, while, if all its members had been joined as plaintiffs, the absurdity of the proceeding would have been more obvious than it is.

As, however, the Chinese law governing associations is much more indefinite than the English law we have given the plaintiff the benefit of the doubt, and allowed the petition to stand. In consequence we have had to look at the circumstances from a slightly different angle, though the result is the same.

#### NO AGREEMENT AS TO DURATION.

The original contract, partly orally, partly written, was made by Capt. Leach representing the plaintiff Guild, with the manager of the defendant company. As the only persons towards whom the defendant company undertook any contractual obligations were those members of plaintiff Guild in the company's employ, Capt. Leach must in this transaction be regarded simply as the agent of those members. On behalf of his ment of wages at the award rates. Since then the principals themselves subsequently waived their rights under this contract, it is difficult to see how the executive of the Guild, who are only the agents of the members, can be permitted to enforce the earlier contract in face of the waiver of their own principals.

No agreement as to duration. The issues in the case, but we wish to add that if the petition did not fail on this ground it would fail on another, namely the absence of any provision in the agreement between the parties with regard to the duration of its validity. It appears to us that it would be improper to order specific performance of an agreement for the payment of a definite scale of wages when no duration of time is specified, even if it could be shown that conditions affecting the contract had not materially altered since the contract was entered into, as to which point the plaintiffs have not satisfied us. Counsel for the Guild contends that such an agreement can only be altered with the consent of both the parties. If then one party persistently refuses his consent the agreement becomes perpetual. This was certainly not the intention of the parties, nor would it be equitable to enforce such an interpretation.

#### PLATE GLASS WINDOW.

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### DR. SUN YAT SEN & GENERAL CHEN CHIUNG MING.

#### A BRIEF REVIEW OF THEIR RELATIONS.

[BY OUR CORRESPONDENT.]

CANTON, July 9th.

In 1912 and 1913 (the 1st and 2nd years of the Republic) Chen Chiung Ming was Military Governor of Kwangtung, the office being then known by the title of Tath. He was mainly responsible for what is generally known as the Second Revolution which was directed against President Yuan Shih Kai. He was suppressed and driven away from Canton by General Lung Chai Kwong who succeeded him as Tath. Chen fled overseas preaching Dr. Sun's doctrines and canvassing subscriptions for the Kuo Ming Tang.

Nothing of historical interest was heard of Dr. Sun or Chen acting together till shortly after Chang Hsun's attempt to restore the Ching Dynasty. President Li Yuan Hung was forced by Tuan Chi Jui to dissolve the Old Parliament at Peking. Dr. Sun persuaded Admiral Chang Peh Kwong to lead the First Cruiser Squadron south as the basis of a movement to uphold the constitution. At this time Canton was under the rule of the Kwangsi militarists, Chan Ping Kwan being Tathun and Lu Yung Ting Inspector-General of the Two Kwangs. The Kwangsi-ites had been called in to depose Lung Chai Kwong who supported the Peking Government and their professed policy was also to restore the constitution.

An extraordinary session of Parliament was convened in Canton, a number of members having followed Sun down. Dr. Sun was appointed Generalissimo of the Military Government which was formed for the express purpose of restoring Li Yuan Hung. A fact bearing much importance on recent events was Sun's declaration of policy which stated, *inter alia*, that he recognised Li Yuan Hung as the legal President.

The Kwangsi militarists, although nominally in favour of the movement, viewed with disapproval and alarm the ambitious programme which would naturally prove a heavy drain on Kwangtung's resources. They were never at any time in open hostility to the Military Government, but they seldom acquiesced in any request detrimental to their interests. Upon being refused the use of Yamen in the city, Dr. Sun made the Cement Works at Honam Island his headquarters. The prime movers of the Kuo Ming Tang, such as the late Dr. Wu Ting Fang, Tang Shao Yi, Wu Han Min, etc., also came to Canton and filled important portfolios. Chen Chiung Ming had attempted to raise a following in his native district of Waichow, but met with little success as the Kwangsi commanders were firmly established there.

Chen Chiung Ming, the Governor at this time, had under his command 20 battalions of bodyguards known as Kwangsi war lords were gradually drawing the various forces in the province under their direct control. They had designs on Chu's 20 battalions and wished to make this body at least subservient to the Tathun. To prevent his troops falling into the hands of Chen Ping Kwan, Chu handed them over to Chen Chiung Ming as the nucleus of an expedition to expel Tuan Chi Jui and Chang Hsun. Dr. Sun was mainly responsible for this transfer and, though ineffective at first, this corps ultimately proved a dominating factor in the course of Kwangtung's history.

Mok Wing Sun (or Mu Yung Hsien) succeeded Chan Ping Kwan as Tathun and he faithfully carried out Lu Yung Ting's instructions to ignore the Generalissimo's orders. Affairs reached a state that Dr. Sun went to Whampoa and ordered one of the cruisers to bombard Mu Yung Hsien in his stronghold at the Goddess of Mercy Mountain. The bombardment was fruitless, as Mu never troubled to reply to the guns. Seeing that his efforts were useless, Dr. Sun left for Shanghai and the Military Government with Seven Administrative Directors succeeded the Generalissimo.

To avoid friction with the Tathun who wished to absorb his soldiers, Chen Chiung Ming started on an expedition against the pro-Tuan, Tathun of Fukien, Li How Kee, Fong Shing To, a Yunnan commander under Mu, was despatched, ostensibly to assist Chen, but in reality to cut his communications with Canton. Chen succeeded in taking Cheungchow, a port near the Kwangtung-Fukien border, but he was more or less isolated. He accepted the inevitable and slowly consolidated his position by recruiting, building a temporary arsenal and retaining the local revenues and augmenting his coffers as opportunities occurred. During Chen's stay of about two years at Cheungchow, Dr. Sun gave his support to the movement both morally and practically. It is a well-known fact that subscriptions from overseas Chinese were turned over to him to help pay his soldiers.

Meanwhile, the Military Government at Canton gradually became a powerless figurehead. The majority of Directors had withdrawn or were merely represented by substitutes. Less and less heed was paid to it and its influence and power were reduced to a negligible quantity.

In 1920 (the 9th year of the Republic) Mu Yung Hsien viewed with alarm the progress Chen had made in raising and training the Kwangtung Army. He despatched an expedition under Lau Tat Hing (later augmented by troops under Lam Fu, Li Kan Yuen, Sham Hung Ying and Lau Cheo Lok) nominally to fight Li How Kee the Fukien Tathun, but really to subjugate the Kwangtung Army. Chen had all along anticipated this, and enlisting the aid of the "People's Army" in all parts of the Province he fought his way back to Canton. They adopted the slogan "Canton for the Cantonese."

(Continued at foot of next column.)

### TELEPHONE OF THE FUTURE. NEW CHIEF ENGINEER'S ANTICIPATIONS.

#### WIRE AND WIRELESS COMBINED.

Major T. F. Purves, the new Engineer-in-Chief to the Post Office, entered on his duties at St. Martin's-le-Grand on June 1st. In the course of a conversation with a representative of *The Times* he gave an indication of what he hopes to see accomplished during the next ten years in the development and improvement of telephones.

If the country continued to prosper, the number of telephones in use should, in his opinion, approach four millions. All overhead wires and aerial cables in our large towns would be cleared away, and the circuits accommodated underground. Exchange accommodation and line plant would overtake requirements, and in all parts of the country the service would be available at short notice to any subscriber. The underground trunk system of telephones and telegraphs, in which Great Britain was already in advance of any other, would be extended to link up all important centres of population and provide communication secure against storm and blizzard. The main telephone cables would each contain from four to five hundred speech channels, equipped at suitable intervals with thermionic valve repeaters, eliminating the effect of distance and providing a long-distance service as rapid and as readily available as the present local service.

#### TALKING TO AMERICA.

Before the end of the ten years, he anticipated, the equipment of the London telephone service with automatic exchanges would be two-thirds completed, and the automatic would have become the standard system in most of our provincial towns. The co-ordination of wire and wireless telegraphy and telephony would be complete, each supplementing the other in its proper sphere. The insertion of wireless links in telephone circuits would have become everyday practice, one result being that any British subscriber who could afford the price would be able to talk from his house or his office to ships at sea or to any telephone subscriber in the United States or Canada.

He hoped it was not too optimistic to expect that by that time also the British public as a whole would have learned to appreciate fully the immense business and social service which the telephone can render, and have reached a state of comparative contentment with its efficiency and its cost.

and it soon won popular sympathy. The campaign was crowned with success, ending in the ignominious retreat of the Kwangsi forces.

After Chen had established himself at Canton, Dr. Sun and his adherents returned and formally abolished the defunct Military Government. An extraordinary session of the Old Parliament, that had originally come down from Peking was convened, and Dr. Sun was elected President.

It will not be amiss to compare briefly the policies of Dr. Sun and General Chen. Sun's main wishes were the establishment of a Southern Government, which he claimed was the legal and *de facto* government. From Canton his ambition was to unite the country either by propaganda or force of arms as necessity dictated. Chen did not favour any elaborate schemes to establish a national government. He considered that the people were tired of warfare and this time was not ripe for launching another campaign which to attain even partial success would have to be colossal. He wished to retrench and give the province time to recuperate. His immediate prohibition of the Gambling Monopoly, in view of the abnormal excesses of expenditure over revenue, must be deemed a very wise step.

Dr. Sun, being eager to extend the scope of his authority, started the campaign against Kwangsi. Chen, unwilling to accede at first, ultimately rendered material aid and personally directed operations from Nanning and Wuchow. Before the campaign had ended Chen returned to Canton and it is common knowledge that in addition to being in disagreement with Sun he withheld reinforcements and munitions.

The later developments are so recent as to be within the memory of most people interested in Canton politics. On Dr. Sun's return from Kwangsi—at Shui Hing—he ordered Chen's removal from the office of Civil Governor. As Chen's soldiers were scattered in various parts of the province he was unable to resist, and remained at Waichow.

The taking over of the Navy by Dr. Sun gave him added strength and he thereupon despatched his main body of troops on the Kwangsi expedition. While his troops were away, Chen's commanders concentrated on Canton and effected the coup on the night of June 10th, the present unrest being the direct outcome of this coup.

Chinese politics have many peculiarities and phases that are strange to the average foreigner. One man, nominally a subordinate, pursues an unambitious course and shows himself the more practicable man. Another, ambitious for the welfare of his country, has ideas that may be attributed to a visionary such as Dr. Sun but he is a man who will strive in the face of almost insurmountable obstacles to bring the Chinese round to his way of thinking. How the trouble will be settled, the actual participants cannot foretell, but all who have the interest of China, and particularly Kwangtung, at heart, will earnestly look forward to a settlement which will be lasting.



# THE CANTON SITUATION. DR. SUN AS NAVAL COMMANDER- IN-CHIEF.

## HIS WHAMPOA BASE RENDERED UNSAFE.

[FROM OUR CORRESPONDENT.]

CANTON, July 11th.

The report that Dr. Sun had left Whampoa for Hongkong after the capture of the Cheung Chow Forts—overlooking and protecting Whampoa—by a Chung King Hong General Ho's subordinate, proved incorrect. The logs of these forts left Dr. Sun practically without a base. Between Sunday evening and Monday morning he mustered the naval forces under his command, viz.: cruisers *Wing Fung* and *Tao Yu*, gunboats *Po Pih* and *Kwong Yek* and the *Fay Yung* (these ships had taken no part in the defence of the Cheung Chow Forts when assaulted) and left Whampoa at 6.30 a.m. on Monday, steaming up the river towards Canton. It is not known if he intended to bombard Canton or merely wished to anchor off Shamen, where he would be immune from further attacks owing to the proximity of foreign interests. The reception he received at the Maou Forts has already been described. On casting anchor off Shamen, a Mr. Norman, described as the legal adviser to Dr. Sun, put off from Shamen to the *Wing Fung*. It is also common knowledge in Shamen that the British and American Consuls called on to leave the *Wing Fung* and asked Dr. Sun is that his intentions. The current report is that Dr. Sun said he regretted being forced to take action and that he proposed to commence operations at 2.30 p.m. adding that this would in no way affect Shimen. The Consuls pointed out that any danger to Shimen would be answered severely but the *Tantulu* could be utilised to carry him away from Canton if desired.

The Shamen community eagerly awaited developments but nothing untoward occurred. Later in the afternoon a rumour went round that firing would commence at 6 p.m. but six o'clock came and nothing happened.

The only reason ascribed for Dr. Sun's coming up the river, is the loss of his temporary headquarters at Whampoa. He is reported to have admitted to the Consuls that he had "abandoned" Whampoa and that the Powder Factory and Torpedo Depot there had been destroyed. At his present location, he is safe for the time being as he is in close proximity to Shamen and the Kwangtung troops would be reluctant to operate for fear of hitting Shamen or damaging foreign interests in the environment. He would still be a thorn in the side of the Kwangtung commanders and hold out for terms; moreover, should it ever enter his head to order another bombardment of Canton he could do so easily. This I do not think probable unless he is driven to extremities as he would be reluctant to further antagonise the public.

During the day military activities were evident all over the city. Reinforcements were continually hurried to the neighbourhood of the anchorage where Sun's men-of-war were, obviously to keep an eye on the ships' movements. All landing stages are zealously guarded to prevent any surprise parties landing in disguise.

General Chen Chung Kwong, a clansman of Chen Chung Ming, stayed in the Hotel Asia for over an hour yesterday with the usual retinue of bodyguards armed with Mausers.

Additional troops have been placed at all vantage points in the city. Honan, K. Gough, L. Fati, etc., and barricades protected by machine guns have been mounted outside yunans and at crossroads. At one time yesterday all pedestrians and vehicles going east were turned back, and a report went round that the river steamers would not be able to leave.

Up to the time of writing the general feeling of uneasiness has not abated, although experienced residents who have followed the situation think this is the beginning of the end. On no other night during the present trouble, except perhaps the night after the bombardment, have the streets been so deserted. Doors and gates were closed immediately after sunset and everybody is cautious.

## THE LABOUR GUILDS.

My previous report as to the attempt to induce the Labour Guilds to side actively with Dr. Sun seems to be borne out by what happened last night. The Electric Co.'s current failed after midnight and the lights and fans (except in buildings having their own motors) are not working to-day. An effort to get at the works an authoritative account of the cause of the failure of the current was not successful. Business people credit the report that the electric workers have struck and predict the early coming out of the waterworks guild. The cessation of the supply of electricity and water to the city would not affect the Kwangtung Army commanders or the strategic situation; it would only be a serious inconvenience to the public and render attempts to loot or set fire easy. What steps the Canton Government will take to counteract the strikers will be eagerly awaited by the community.

[Later information confirms the statement that the failure of the electric supply was due to a strike of mechanics.]  
(Continued at foot of next column.)

# TROUBLES NEVER COME SINGLY.

AN INCIDENT OF A TRYING DAY.

A collision on the Shatin Road on the day the police fired on a crowd making for Canton during the Seamen's Strike, was further investigated by the Police Judge (Mr. J. R. Wood) in the Summary Court, yesterday afternoon. The collision occurred between a motor-car, belonging to the Dragon Motor Co., Ltd., and a motor-cycle lent to the police by Mr. Kynoch and driven by Police-Sergeant Ellwood. The proceedings were brought by the Attorney-General to recover \$250 damages to the motor-cycle caused by the alleged negligence of the defendant's driver.

Mr. H. K. Holmes appeared for the plaintiffs and Mr. C. Lauritsen (proprietor of the Dragon Motor Car Company) conducted the Company's defence. Plaintiffs alleged that the defendant's car was being driven at a rapid pace, on the wrong side of the road at a bend where there was a high corner.

After further evidence, yesterday, judgment for the plaintiffs was given, by consent for \$125, and no order was made as to costs.

## THE TYPHOON.

The harbour presented an unusually ghastly appearance yesterday, all the smaller craft having taken shelter in the typhoon, refugees on the signal that a typhoon was expected. During the day the Star Ferry Wharves flew the red flag indicating that the ferries might stop at any moment and the ferries were stripped of awnings so as to offer as little resistance to the wind as possible.

Whilst the *Hung Wah*, from Singapore, was trying to tie-up yesterday morning two of her seamen fell overboard but were rescued by the crew of the boarding officers' launch which was close by. The "Empress" steamer in port remained at Kowloon Wharf all day. In the afternoon the weather moderated and heavy rains fell.

The intensity of the typhoon is unknown. Yesterday morning it was about 80 miles away (near lat. 20 N. and long. 113 E.) and was moving across between Hongkong and Hainan.

# GENERAL WU PEI-FU AND GENERAL CHEN.

DISTINCT DIFFERENCES OF  
OPINION.

Reuter's Correspondent at Peking, in a recent message, says:—  
It is now stated that reports of a definite understanding between General Wu Pei-fu and General Chen Chiung-ming are exaggerated. They have, it is said, not gone much further than an interchange of views in which distinct differences of opinion developed.

Apparently General Wu Pei-fu favours a centralisation of authority in the Peking Government while General Chen is anxious to see the establishment in China of a federation of autonomous provinces.

In the event of a breach with General Wu it is stated that General Chen will seek to bring about a new Southern Confederacy comprising the provinces of Chekiang, Fukien, Hunan, Szechwan, Yunnan, Kweichow, Kwangtung and Kwangsi. He is said to be consulting with General Lu Yung-shiang on this subject at the present time.

# RIOT IN NAM HOI DISTRICT GAOL.

At 10.40 a.m. on the 10th a riot took place at the Nam Hoi District Gaol at Wai Oi, West Maloo, in the Old City. Taking advantage of the commotion due to the booming of guns from behind Honan, four men dressed in foreign clothes rushed into the precincts of the gaol and shouted incoherently. It happened to be the *chow* hour and the prisoners simultaneously attacked the goalers with daggers and pistols, wounding the principal warder on duty. The warders drove the 300 odd prisoners back into the main part of the gaol, but the ruffians succeeded in getting through the latrines and roof into Ma On Street. Some managed to escape with manacles, but the majority had removed their hand-cuffs and chains. Reinforcements of soldiers, inspection patrols, police, etc., were rushed up and put a cordon round the district. They ultimately recaptured 30 odd prisoners and another 30 odd were killed in a running fight. An unfortunate pedestrian was killed accidentally. Up to the present, efforts to round up the missing prisoners have not been relaxed and a systematic house-to-house search is being made in the adjacent buildings.

Discipline in Chinese gaols is practically non-existent, and it is very easy to smuggle in fire-arms and for all the prisoners to communicate with one another. Although the conditions in the average Chinese gaol are inferior to most foreign gaols, the prisoners are allowed many liberties that would not be tolerated elsewhere.

## DUTCH FOLLY ABANDONED.

Dutch Folly Island, opposite the Bund, a naval base, was vacated this morning as the forces there would have no chance to retreat if attacked. The troops have been quarried on the Bund and in adjacent buildings.

# RENTS ORDINANCE LITIGATION.

FACTORY OR DOMESTIC BUILDING  
MEMBER OF OFFICIAL ENQUIRY  
COMMITTEE GIVES EVIDENCE.

The Rents Ordinance case in which the Mission Etrangeres and the Nanyang Bros. Tobacco Co. are concerned, regarding the possession of premises in Caroline Road, continued yesterday in the Supreme Court before the Chief Justice, Sir William Rees-Davies.

The Hon. Mr. H. W. Bird, member of the Legislative Council, and member of the firm of Messrs. Palmer and Turner, architects, gave evidence. Examined by Mr. F. C. Jenkin, junior counsel for the plaintiffs, Mr. Bird said that on June 2nd, 1921, he was appointed by the Government as a member of the committee appointed to consider the housing shortage report on the cause and remedies. The Hon. Attorney-General was the Chairman. The matter was one of urgency by reason of the approaching end of the current half year when a number of tenancies would come to an end.

Mr. Alabaster objected that the evidence was inadmissible in law.

Mr. Potter asked whether the evidence could not be taken and the objection argued later.

Mr. Alabaster agreed that the evidence should be taken subject to his objection, that the evidence was inadmissible for the purpose of construing the Ordinance.

THE HON. MR. H. W. BIRD'S EVIDENCE.

Mr. Bird then proceeded with his evidence. He said that the Committee found there was a shortage of housing accommodation. No written report was prepared; everything had to be done hurriedly. The shortage was marked and the causes were, in the main, the influx of refugees from Canton, owing to the unsettled state of affairs there. Locally, the building programme of Chinese houses had not kept pace with the number of people coming into the Colony, nor had it kept pace with the ordinary development of the Colony. The effect of the influx made it difficult to obtain housing accommodation and people in existing tenancies were liable to be turned out by people who could pay a higher rent.

## TENANTS TURNED OUT.

It was found that in fact they were being turned out on quite a large scale. The effect on rents was to cause them to rise in quite a marked degree. The Committee discussed possible remedies. Apart from his membership of the Committee he had learnt of this state of affairs in the course of his profession. He did not remember any shortage except that of housing accommodation being discussed. The Committee's recommendations were all to be found in the Ordinance, which included standard rent. One of the recommendations was the Ordinance which was drawn up and passed. The principal features were standard rent and non-ejectment. No shortage of godowns or offices was discussed.

## CASE OF THE CHINESE SHOP.

He was conversant with the ordinary arrangements of a Chinese shop. Most had a shop on the ground floor, the other portions being used for domestic purposes. These were discussed by the Committee to a certain extent. Cases in which the owner of a shop occupied other portions were included in the discussion. He had visited a very large number of those shops. In some cases the portion occupied for domestic purposes included the whole house, sometimes more. In the majority of cases the portion used would be the occupier's home.

## THE BUILDINGS IN DISPUTE.

Mr. Bird said he had inspected the premises in question in this action. There were two large godowns. The one nearest Caroline Road was the larger. It had two floors, the ground floor being used for storing tobacco, in crates and drums. In one corner at the extreme end there were two cubicles, of an area of 378 square feet. The area of the floor was 26,568 square feet. In the cubicles there were two beds. There were in addition two beds outside. He was informed by the Secretary, Chan Pui Sam that it was occupied by a caretaker and his family. It would be occupied by about ten persons. On the upper floor the area was the same. It was also used for storing tobacco. There were no cubicles or bed spaces. The first floor of the other godown was used as a cigarette factory. It was full of machinery, the area being 17,898 square feet. No portion of that floor was used for human habitation. The floor above was of the same area and was occupied mainly for storing tobacco. No portion of the godown floor was occupied for habitation, but at the head of the stairs was a cubicle having an area of 192 feet. It was there for wooden beds.

## THE BEDS OF THE NINE OVERSEERS.

In addition to the godown there was a shed, area 2,592 square feet, against one of the walls of which were nine Chinese beds. Those beds occupied about 200 square feet. He understood that the shed was built by defendants with the consent of the plaintiffs. In the shed was a stack of cut card-board. There was another shed of 2,604 sq. feet, used as a factory for making card-board boxes. No portion was used for human habitation. He was informed that the occupants of the nine beds referred to were supervisors. The total floor space of the godown and shed was 94,243 sq. feet. The portion used for human habitation was 970 square feet.

# EVIDENCE AS TO THE MEANING OF THE LAW.

Witness was next questioned on the Public Health and Buildings Ordinance, 1920. Under the Rents Ordinance a domestic building had to comply with certain sections of the former enactment.

Mr. Alabaster again objected that the Court had not to construe the Public Health and Building Ordinance and Mr. Bird could not give evidence as to the meaning of the Ordinance.

The objection was noted and the evidence continued.

Witness proceeded that he had known these buildings for years. They were formerly occupied by the Ewo Cotton Mills.

Mr. Jenkin: For these buildings to be converted to domestic purposes would require innumerable sections, to be complied with?

His Lordship: That is inadmissible. Mr. Jenkin: For these buildings to be used for human habitation would not substantial structural alterations have to be made to comply with the Public Health and Buildings Ordinance?

Witness: Yes.

## ADEQUATE RETURN ON CAPITAL DISCUSSED.

Questioned as to an adequate rent Mr. Bird said the total land occupied was 100,176 square feet. He valued the land at \$2.75 per square foot. That would give a total of \$275,494. The buildings were valued at \$275,000, the total value being \$550,494. To get 8 per cent. return after deducting Crown Rent, insurance and repairs, would need a rental of \$4,000 a month. The Crown Rent was \$282.70, insurance \$1,800, repairs were taken at 3 per cent of the rent, \$2,400. On this basis the rent would be \$4,000—say \$4,000.

In cross-examination by Mr. Alabaster, witness said that 8 per cent. was the normal return an owner might expect on his capital. He had known the time when 7 per cent. was expected. Eight per cent. was reasonable, much more would be unreasonable and less would be unbusinesslike. He knew this property was assigned to plaintiffs for something like \$100,000. On that basis the rent would be less than one-fifth of the amount he had given.

## INCREASED LAND VALUES IN CAUSEWAY BAY.

Asked whether there had been any considerable rise in land values in that district since 1915, witness replied in the affirmative. There had been a gradual rise since the war. There was not much land changing hands during the war. He was not aware that in October, 1916, the property was assessed at \$20,180. If that was the assessment on that date it had not been increased since.

Answering another question witness said he understood that in November, 1916, the British American Tobacco Co. offered \$422,500 for the premises. He could also imagine them being used as a bottling, soda water, or perfume factory. The B.A.T. were competitors of the Nanyang Co.

Mr. Alabaster: If the Company was put out they would have to find a building to carry on their factory?—I suppose so.

Can you suggest another building?—It is difficult for me to say. There may be other buildings.

They might pay more than a fair rent to avoid being turned out?—That is possible.

## LAND SPECULATION A CAUSE OF HIGH RENT.

Mr. Alabaster put it to witness that one of the causes of high rent was land speculation. Each purchaser would put up the rent in order to produce a fair return on his capital.

Witness: That is likely. Continuing witness said the Ordinance was retrospective to protect the tenant.

Mr. Alabaster: By making it retrospective it was intended to deprive some landlords of the fruits of the boom?—Yes.

Mr. A. Austin, architect to Messrs. Butterfield & Swire, said he had been with the firm for nearly 30 years. He had had experience in land valuing. He had visited the premises and valued the land at \$2.50 per square foot, a total of \$200,400; buildings at \$725,000, giving a total capital of \$925,400. Eight per cent. would give an annual rental of \$74,032, to which had to be added Crown Rent and insurance at 1 per cent. on buildings, less foundations, \$2,400. Repairs at 3 per cent. on net rental would be \$2,100. On that basis the gross annual rental would be \$45,782.75, or \$3,800 approximately.

The hearing was adjourned.

## THE WORLD THEATRE.

In certain parts of the old West, the term "Sage Hen" was applied to a strange woman of doubtful character. In 1880 there thrived, as long as gold was in the hills and cattle on the open range, a little town of a hundred or two, called Silver Creek.

Like many other Western communities of that time, Silver Creek was ruled by a Vigilance Committee. The little town had the usual combination, of hotel, saloon and gambling room, but, strange to say, no dance hall.

The citizens of Silver Creek considered themselves very righteous individuals and when a woman with a baby-came to live in a lonely cabin on the outskirts of the town, held herself aloof from the other women and took no one into her confidence, they "pure minds" saw evil in her and they called her a "Sage Hen."

In "The Sage Hen," showing at the World Theatre, to-morrow, the 14th inst. Edgar Lewis presents what many will consider this producer-director's greatest picture. In Harry Bolter's story of a woman's sacrifice for her greatest possession—her home, her honor and her child—Mr. Lewis has a subject worthy of his ability to paint vivid, virile, powerful drama.

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WATERPROOF BOOTS.





## INTIMATIONS

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an Interim dividend of 4% per share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June, 1922, at rate of 2 1/2 pence per share.

The dividend will be payable on and after TUESDAY, the 10th August, 1922, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 24th July, to SATURDAY, the 5th August, 1922 (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
A. H. BAILLOW,  
Acting Chief Manager.  
Hongkong, 11th July, 1922. [1237]

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of July, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND behind Sikh Temple Gap Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot.	Boundary No.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
1	100	Behind Sikh Temple Gap Road.	feet. feet. feet. feet.	about 15,500	140	13,025
As per sale plan. [1229]						

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of July, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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No. of Lot.	Boundary No.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
1	100	Behind Sikh Temple Gap Road.	feet. feet. feet. feet.	about 15,500	140	13,025
As per sale plan. [1230]						

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of July, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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No. of Lot.	Boundary No.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
1	100	Behind Sikh Temple Gap Road.	feet. feet. feet. feet.	about 15,500	140	13,025
As per sale plan. [1231]						

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of July, 1922, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of CROWN LAND in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot.	Boundary No.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rental.	Upset Price.
1	100	Behind Sikh Temple Gap Road.	feet. feet. feet. feet.	about 15,500	140	13,025
As per sale plan. [1232]						

## INTIMATIONS

## THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.

AN INTERIM DIVIDEND of Four Dollars per share for the six months ending 30th June, 1922, will be payable on WEDNESDAY, July 26th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 18th, to WEDNESDAY, the 26th July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.  
Hongkong, 11th July, 1922. [1238]

## THE HONGKONG CENTRAL ESTATE LIMITED.

AN INTERIM DIVIDEND of Four Dollars per share for the six months ending 30th June, 1922, will be payable on WEDNESDAY, July 26th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 18th, to WEDNESDAY, the 26th July (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,  
MOWBRAY S. NORTHCOTE,  
Secretary.  
Hongkong, 11th July, 1922. [1239]

## CONSULAT DE FRANCE, HONGKONG.

FRIDAY Next, 14th of JULY, being the French National Fete. The Consul for France will be pleased to receive at his official residence, 13, Peak Road, between 11 A.M. and 1 P.M., the Members of the French Community, British officials and officers and his foreign colleagues who may wish to call on that occasion.

The Consulate of the Consulate (Alexandra Building) will be closed all day on the 14th. Hongkong, 11th July, 1922. [1240]

## MORTGAGE INVESTMENTS WANTED.

MESSRS. DEACON, LOOKER, DEACON & HARTSON of No. 1, Des Vaux Road Central, Solicitors have for investment the sum of \$500,000, and are prepared to consider applications for the advancement of the same on first-class Mortgages of house property. [1241]

## CANTON-KOWLOON RAILWAY.

THE PUBLIC IS HEREBY NOTIFIED that the THROUGH TRAIN SERVICE between Kowloon and Canton is ENTIRELY SUSPENDED until further notice.

R. P. WINSLOW,  
Manager.  
Kowloon, 10th July, 1922. [1242]

## NOTICE.

PEAK RESIDENTS are notified that 5 Public Jirikeshas are available nightly at the Upper Peak Tram terminus up to 12 Midnight. Any one who wishes to engage one should telephone to the Peak Chair Shelter (Tel. No. 322).

P. J. J. WOODHOUSE,  
Capt. Supt. of Police.  
[1243]

## NOTICE.

WE have this Day OPENED our Registered Office at 1A, CHATER ROAD.

IMPORT AND EXPORT MERCHANTS,  
JAMES H. BACKHOUSE, LTD.  
Hongkong, 30th June 1922. [1244]

## ROYAL HONGKONG YACHT CLUB.

BATHING SEASON, 1922.—REDUCTION OF SUBSCRIPTION.

MEMBERS FRIENDS may become Bathing Members at a charge of \$15.00 for Double Tickets and \$10.00 for Single Tickets from July to October inclusive, on entering their names, together with the names of their proposers, in the register provided for that purpose at the Club House, when Bathing Tickets will be issued.

By Order of the General Committee,  
F. G. VAUX,  
Hon. Secretary.  
Hongkong, 30th June, 1922. [1245]

## HONGKONG TRAMWAY CO., LTD.

(INCORPORATED IN THE UNITED KINGDOM).

## NOTICE.

CERTIFICATE No. 2691 for 200 Shares of this Company in the name of Dr. J. W. HAWK of 170, Queen's Road Central, Hongkong, has been LOST or STOLEN, and NOTICE IS HEREBY GIVEN that unless the said Certificate is produced at this Office within 30 days from the date hereof, a duplicate Certificate for the said Shares will be delivered to Dr. J. W. HAWK, and the original Certificate will thereafter be deemed cancelled and of no effect.

W. E. ROBERTS,  
Secretary.  
Hongkong, 15th June, 1922. [1246]

## A ROMANCE

OF

HAPPY VALLEY.

TO-NIGHT AT

THE CORONET

BLACK BEAUTY

TO-NIGHT TILL SATURDAY.

KOWLOON THEATRE.

## INTIMATIONS

## THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st July, 1922, will be made on presentation of Coupon No. 20 at any of the undermentioned Banks, viz.—

HONGKONG AND SHANGHAI BANKING CORPORATION, At Tientsin, Shanghai or Hongkong.  
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, At Tientsin and Hongkong only.  
RUSSO-ASIATIC BANK, At Tientsin and Shanghai only.

BARQUE DE L'INDO-CHINE, At Tientsin and Shanghai only.  
BARQUE BELGE POUR L'ETRANGER, At Tientsin and Shanghai only.

The Interest, less Income Tax at 5% in the 2, will be—

On £20 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £100 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £200 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £500 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £1000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £2000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £5000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £10000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £20000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £50000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £100000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £200000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £500000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £1000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £2000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £5000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £10000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £20000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £50000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £100000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £200000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £500000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
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On £1000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £2000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £5000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
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On £10000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £20000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
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On £50000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
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On £100000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
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On £200000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
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On £500000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
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On £1000000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £2000000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £5000000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £10000000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £20000000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £50000000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £100000000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
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On £200000000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
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On £500000000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
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On £1000000000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £2000000000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £5000000000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

On £10000000000000000 DEBENTURES: £ 0. 0. 0.  
Per Coupon (Gross) 12. 0. 0.  
Less Tax at 5% in the 2 3. 0. 0.  
9. 0. 0.

## INTIMATION

Just received, fresh and in excellent condition

H. D. FOSS & CO.'S

HIGH CLASS AMERICAN

CHOCOLATES

"Quality Folks"

in 1 lb. boxes

"As you like it"

in 1 lb. boxes

"Ideal" in 1 lb. boxes

A. S. WATSON & CO., LTD.

Hongkong Dispensary.

HONGKONG OFFICE: 10A, DES VAUX RD., O. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 13TH, 1922.

THE PHILIPPINES AND INDEPENDENCE.

ONE of President Harding's first acts after his inauguration as Chief Executive of the United States was to appoint a Commission to proceed to the Philippine Islands to make due investigation and report as to whether the time had arrived when full independence should be granted to the Filipinos in fulfillment of the promise made to them by his predecessors in office. The head of that Commission was Major-General LEONARD WOOD, now Governor-General of the Islands, who possessed knowledge and experience of the islands acquired in the early days of American occupation, and associated with him was Mr. CAMERON FORBES, a former Governor-General of the Islands. They presented an exhaustive report and they came to the general conclusion that the experience of the past eight years, during which the Filipinos had had practical autonomy, "has not been such as to justify the people of the United States relinquishing supervision of the Government of the Philippine Islands, withdrawing their Army and Navy, and leaving the Islands a prey to any powerful nation coveting their rich soil and potential commercial advantages." The Commission was convinced that "it would be a betrayal of the Philippine people, a misfortune to the American people, a distinct step backward in the path of progress, and a discreditable neglect of our national duty, were we to withdraw from the Islands, and terminate our relationship there without giving the Filipinos the best chance possible to have an orderly and permanently stable government." The Filipino leaders of the independence movement were disappointed, and quite recently a Mission has gone again to Washington to plead the cause of independence with the President against the conclusions of the WOOD-CAMERON Commission. Mr. QUEZON's mission has been a failure. The President "heard with deep

interest and read with full deliberation" the petition presented through Mr. QUEZON, and the President has returned a reply which definitely puts the seal of adoption on the main conclusion reached by the WOOD-FOBES Mission. It is a verbose reply recalling the circumstances of the connection and the history of the American Government's policy in regard to the Philippines, inaugurated by President McKinley, continued by President ROOSEVELT and supported by President TAF. The party which called President WILSON to power condemned the policy in its platform as a blunder which had involved the United States in great expense, and brought the country weakness instead of strength, and this led to the later Congressional act which resulted in the organic law of 1916 known as the JONES Law in the preamble of which there is an expressed or implied pledge to grant the independence of the Philippines. President HARDING reminds the mission that at the time of the passage of that Act an amendment was proposed in the Senate which provided for immediate independence, but it was rejected by the "responsible majority" who, manifestly, did not believe in the readiness of the Philippines for it. And President HARDING while commending the Philippine aspirations to independence and complete self-sovereignty because they would be unfitted for the solemn duties of self-government without them, frankly says he does not believe that the time has arrived for a final decision. He mentions that petitions have been received against, as well as, in favour of, independence. He flatters the Filipinos by saying that their progress is "without parallel anywhere in the world." "From a people who began with little freedom and none of responsibility," the PRESIDENT says, "in a little more than half of one generation you have progressed notably towards self-reliance and self-government, and you have done it in spite of that lack of independence concerning which you petition." This, he tells them, is a matter of gratification to the United States and a justification of its attitude because "you have made this record under our sponsorship and in the very atmosphere of the highest freedom in the world." We have given substantially everything we had to bestow and have asked only mutuality and trust in return. We have extended you control in government until little remains but the executive authority without which we could not assume our responsibility. It is not responsible for me as Chief Executive definitely to proclaim an American policy for the decision must ever be that of Congress, but I would be less than candid and fair if I did not tell you that we assume no responsibility without that authority." Answering the plea that "the changed conditions in the world," justifies the concession, the PRESIDENT says: "The world situation has indeed changed with a higher urgency of peace than we have known before. We are only entering the new order. It is not yet fixed. Your international security is fixed under our present relationship, but you would be without a guarantee if complete independence were proclaimed." For the lack of national responsibility the PRESIDENT suggests that the people of the Philippines have ample compensations, and finally he assures them that no backward step is contemplated and no diminution of their domestic control is sought, and he renews "the proven assurance of the good intentions of the United States"—the desire to be helpful without exacting from their private or public purse or restricting the freedom under which people aspire and achieve. It all means, in short, that the present relationship will endure, as long at least as the HARDING Administration—and probably longer.

A Kowloon mendicant, forty years of age, was attacked by another mendicant with a chopper, on Tuesday. The victim of the assault is now in the Kwong Wah Hospital.

Mr. R. E. Lindsell, First Police Magistrate, was indisposed yesterday and unable to take up his usual duties on the Bench, but hopes to be able to resume duty this morning.

The Hongkong Land Investment Co. have declared an interim dividend of 4% per share, and the Hongkong Central Estate, Ltd., have also declared an interim dividend of 4%.

It is stated that Dr. C. O. Wu has telegraphed to Peking declining the posthumous honours



## CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

## IRELAND'S GUERRILLA WARFARE.

## REPUBLICAN PROCLAMATION IN CORK.

London, July 11th.

An unconfirmed report states that a Republic has been proclaimed in Cork, with which place communications are interrupted.

The irregulars at Drunken last night ambushed a motor car conveying National troops with a letter to Kenny (Raphoe area). One National was killed, one wounded, and another is reported missing.

EARLIER CABLES.

## HEAVY CIVILIAN CASUALTIES.

London, July 11th.

The list of casualties sustained in the recent fighting in Dublin, issued by the Irish Army Headquarters, shows that 19 National soldiers were killed and 111 wounded, whilst it is estimated that 63 civilians were killed and 281 wounded.

The city has been quiet since the fall of the Sackville Street stronghold, except for occasional night sniping in the suburbs. The tranquillity was broken last night by two ambushes of military lorries, one near Stephen's Green and the other on the Stillorgan Road. The assailants were driven off and escaped.

Warfare in the country districts is of an increasingly guerrilla character, the irregulars evacuating their positions before being attacked and frequently burning buildings in the line of retreat. The condition of the prisoners taken indicates that the irregulars are dispirited and poorly armed and supplied.

Robert Barton (De Valera's Minister of Defence) and Macdonagh, members of the Dail Eireann, and a number of other prisoners have escaped from Portobello Barracks.

LATEST CABLES.

## SUPPLYING ARMS TO IRISH REBELS.

## ACCUSED FAIL TO APPEAR AT ASSIZES.

London, July 11th.

An unusual development occurred in connection with the charges against eleven Irishmen, mentioned in a cable message dated May 5th, who were released on bail. When the case was called at the Birmingham Assizes, only one prisoner appeared, and the solicitor for the defence said he saw some of his clients in Dublin a fortnight ago, and they intended to appear at the Assizes. He was not aware of their present whereabouts, and possibly they were prisoners, or dead, or perhaps had taken refuge in the mountains.

The Judge accepted the suggestion that they were detained, owing to circumstances over which they had no control, and adjourned the trial.

[The eleven men referred to were arrested in England on a charge of supplying arms to Irish rebels.]

## END OF HAGUE CONFERENCE? RUSSIANS' IMPOSSIBLE ATTITUDE

The Hague, July 12th.

The President of The Hague Conference has announced that no useful purpose could be served by continuing the discussions, owing to the attitude of the Russians.

## NEXT REPARATIONS PAYMENT.

## ANGLO-FRENCH DISCUSSION.

London, July 12th.

It now transpires that Premier Poincaré was not invited to proceed to London earlier than originally arranged, as stated in an earlier cable message, as it is understood that neither the British nor French Premier considers that there is any need to precipitate allied action, but the two Premiers will thoroughly discuss the situation when M. Poincaré goes to London at the end of the month.

EARLIER CABLES.

## HELPING GERMANY OUT.

Paris, June 11th.

The Reparations Commission has decided to credit Germany with 18,000,000 gold marks on account of interest of the Commission's reserve fund, payment for dykes, etc., thus reducing the indemnity payment due on the 17th inst. to 14,320,000,000. It is understood that Germany has agreed to pay.

LATEST CABLES.

## THE PRINCE'S TOUR.

## FURTHER LIST OF HONOURS.

London, July 11th.

In connection with the tour of H.R.H. the Prince of Wales, H.M. the King has made a number of appointments to the Royal Victorian Order, including a Knight Commandership to Admiral Sir Alexander L. Duff, K.C.B., C.B.

Commanderships to Capt. Hon. Herbert Meade, R.N., D.S.O., commanding the 'Renown', Brig. General Charles R. Woodruff, C.M.G., C.B.E., and Lieut. Colin J. Davidson, C.I.E., British Consul at Tokio.

Members of the Fourth Class, Capt. E. D. McCall, and Mr. R. B. Osborne, Private Secretary to the Governor of the Straits Settlements.

## ANGLO-ITALIAN DIPLOMATIC CONVERSATIONS.

## IMPORTANT RESULTS OBTAINED.

Rome, July 11th.

Signor Schanzer, Prime Minister of Italy, when making a statement to the Chamber Foreign Committee, on the subject of his conversations in London, declared that important results had been obtained and the Anglo-Italian situation had become clearer, whilst Italian interests had in no wise suffered.

## BRITISH ENGINEERING FIRMS IN EAST INDIES.

## ENDEAVOUR TO FORM CONSORTIUM NOT SUCCESSFUL.

London, July 11th.

Sir Walter B. Townley, at the annual meeting of the British Chambers of Commerce in the Netherlands and East Indies, said that endeavours to form a consortium of engineering firms which had set up an establishment in the East Indies, in order to successfully compete with foreign influences already established there, had up to the present not been crowned with success, but efforts were being made in several directions.

## AMERICAN RAILWAY STRIKE.

## PROCLAMATION BY PRESIDENT HARDING.

Washington, July 11th.

Following numerous reports that railway strikers are interfering with mail trains, President Harding has issued a proclamation warning all persons to refrain from interference with lawful efforts to maintain inter-state transportation and the carrying of United States mails. The proclamation also invites the co-operation of public authorities and good citizens, to uphold the laws and facilitate operations essential to life and liberty and the security of property.

EARLIER CABLES.

## MORE "DIRECT ACTION" METHODS.

## CHICAGO, July 11th.

Several railways have curtailed the mail-train schedules, owing to the shopmen's strike.

The Washish Railway authorities report that three thousand miles of line have ceased to operate.

Trouble continues at various places where collisions have occurred between strikers and strike-breakers.

Neither the owners nor the miners have yet replied to President Harding's proposals for a resumption. Neither professes satisfaction with the proposal.

## HOUSE OF LORDS REFORM.

## PROPOSALS BY THE GOVERNMENT.

London, July 11th.

In accordance with the Government's reform proposals, the reconstituted House of Lords will consist of 350 members made up of four categories—firstly, the Royal and Spiritual Law Lords, who will be permanent, secondly, members elected directly and indirectly from outside; thirdly, Hereditary Peers elected by their order; and fourthly, members elected by the Crown. The last three categories will have a limited tenure.

The right to veto Money Bills will continue to be withheld from the Lords, but a joint Committee of the two Houses will replace the Speaker of the House of Commons as the arbiter of what constitutes a Money Bill.

## COUNTY CRICKET.

## YORKS AND LANCAS AGAIN VICTORIOUS.

LONDON, July 11th.

At Birmingham, Lancashire defeated Warwick by seven wickets, Hallows scoring 93, while Parkin captured seven wickets for 71 in Warwick's first innings.

At Gloucester, the home county defeated Worcester by an innings and 82 runs. For the winners Packer captured eleven wickets for 20.

At Hull, Yorks defeated Sussex by an innings and 100 runs. Evidently this was a bowler's match. For Sussex, Olligan, the old Cantab fast bowler, took six wickets for 20; while for the winners, Waddington captured seven for 6 runs and Rhodes six for 41.

At Leicester Hants led on the first innings. For the southern county Lieut. Day scored 71, while for the home team Major Fowke scored 75 and 84.

## WORLD'S TENNIS CHAMPIONSHIP.

## RESULTS OF THE SEMI-FINALS.

London, July 11th.

At Wimbledon the semi-finals in the Lawn Tennis Championships resulted as follows:—Anderson and Lycett beat the Americans, Mathey and Caneer, by 6/4, 6/3, and 6/2.

Patterson and O'Hara Wood beat Norton and Roper Barrett by 6/1, 3/5, 6/7, 6/3, and 15/13.

Miss Leppell and Miss Ryan beat Mrs. Green and Mrs. McNair by 6/0 and 6/1, and now meet Mrs. Stocks and Miss McKane in the final.

## WORLD'S BOXING CHAMPIONSHIP.

## DEMPEY AND WILLS SIGN CONTRACT.

New York, July 11th.

Dempey and the negro, Harry Wills, have contracted to box for the world's heavy-weight championship, the time and place to be arranged later.

## TWO NEW BRITISH BATTLESHIPS.

## TO COST £5,000,000 EACH.

London, July 11th.

In the House of Lords, Lord Lee said that notwithstanding aircraft and submarines, the Admiralty believes it feasible to build capital ships that will be reasonably proof against any likely method of attack; consequently the Government declined to reconsider its intention to proceed with the construction of two new battleships, which, with accessories, would cost eight millions each, and necessitate scrapping four existing battleships under the Washington agreement.

## THE DUTCH POLITICAL SITUATION.

## ELECTION CAUSES DIFFICULTY.

The Hague, July 11th.

Queen Wilhelmina received the Premier, with whom her Majesty discussed the difficult political situation resulting from the elections. The Queen receives the Presidents of the States General to-morrow.

## U.S.A. TO EVACUATE SANTO DOMINGO.

## PROVIDED RESIDENTS APPROVE.

Washington, July 11th.

The State Department has adopted a tentative programme to evacuate Santo Domingo, provided that it can be ascertained that evacuation meets with the approval of the majority of the Dominican people.

## RAILWAY DISASTER IN SPAIN.

## EXPRESS AND MAIL TRAINS COLLIDE.

Paris, July 12th.

A message from Madrid states that 30 were killed and 50 injured in a collision between the Galician express and a mail train near Valencia. The latter was mostly filled with passengers going on holiday. The dead include a judge, a senator, and a deputy.

## FATAL FACTORY EXPLOSION.

## FIVE YEARS' PENAL SERVITUDE FOR OWNER.

London, July 11th.

In connection with the explosion in March last in a factory at Tipton, which resulted in the death of eighteen girls, Mr. John Walker Knowles, the owner, has been sentenced to five years' penal servitude, on a charge of manslaughter. Mr. Eber Chadwick, the manager, was acquitted.

## EXPLOSION AT GERMAN EXPLOSIVES DEPOT.

## THIRTY WORKMEN WERE KILLED OR INJURED.

Berlin, July 12th.

Thirty workmen were killed or injured in an explosion at the Groden explosives depot, near Cuxhaven.

## INDIAN POLITICAL DISTURBANCES.

## NEARLY FOUR THOUSAND PRISONERS.

Singapore, July 11th.

Excluding Moplah convicts, the total number of prisoners taken in the recent political movement amounts to 3,815. (Continued at foot of next column.)

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## CHANG TSO LIN GOVERNOR OF FENGTIEN.

PEKING, July 12th.

It is unofficially reported that the Government intends to offer General Chang Tso Lin the posts of Civil Governor of Fengtien and Chief of Chiangchunfu (Chiang Chun Club).

## GENERAL LIU AND GENERAL HSUNG'S FORCES CLASH.

PEKING, July 12th.

General Liu Hsiang's and General Hsiung Keh Wu's forces met, and an engagement was fought on the 8th at four points; Hsichow, Chungchow, Wansien and Tienkianghsien. The results are not known.

## GENERAL HSU COMES TO SUN'S RESCUE.

PEKING, July 12th.

Unofficial reports state that Hsu Chung Chih's troops, proceeding to Canton, in obedience to Dr. Sun Yat Sen's orders, have dispersed Chen Chiung Ming's detachment, fifty li to the eastward of Shui Chow. Further fighting is expected soon between Shui Chow and Yintak Hsien.

## THE S.S. "KAM MA" SOLD AT LAST.

## VESSEL REALIZES \$10,000.

After having been in the hands of the auctioneers for several months, the s.s. *Kam Ma* was sold yesterday without reserve at public auction by Messrs. Lamert Bros., auctioneers, for \$10,000 to the Asia Corporation and Development Company.

The s.s. *Kam Ma* is at present lying off Sham Shui Po and has been sold under an order of the Court. She is a wooden ship of approximately 1,800 tons capacity with accommodation for about 800 Chinese passengers. Her length over all is 252 feet and her beam is 25 feet.

## ANOTHER MILK CASE.

Sanitary Inspector H. L. Lockhart prosecuted a Chinese at the Magistrate's yesterday afternoon, for selling milk not of the necessary substance and quality required under the local ordinance.

The defendant is Lau Mui and he is the proprietor of a dairy at No. 16, Cochrane Street. The case came up for hearing before Mr. E. W. Hamilton who granted a formal remand of one week for the convenience of the defence.

## MARVELLOUS!

The Magistrate to defendant: So you have never emptied rubbish over the verandah in your life?

The Defendant: Never.

The Magistrate: Marvellous! You are the first Chinese woman I have met who does not do so.

Chinese political circles in Shanghai are much intrigued concerning the arrival there of Mr. George Hsu, Chief Judge of the Court of Cassation at Canton, and especially concerning his subsequent departure for Peking. He has been described as being charged with a mission from Sun Yat Sen, but someone claiming to speak authoritatively has denied this report.

It is reported at Hankow that an agreement has been reached between the Tsuchan Tiao Kun and the Chief of the Aviation Bureau, for the opening of the regular air service between Peking and Hankow. Arrangements have been made, it is said, that the expenses required for the equipment are to be borne by Tiao Kun and that aeroplanes and aviators will be supplied by the Aviation Bureau. The aeroplanes will carry passengers and mails and will cover the distance between Peking and Hankow, in eight hours.

## COLLAPSE OF THE MARK.

## ANGLO-FRENCH DISCUSSION.

LONDON, July 11th.

M. Poincaré is due in London at the end of the month to attend the Allied Near-Eastern conference, but Mr. Lloyd George has invited him to come earlier to discuss the serious European situation following the collapse of the mark, particularly in connection with reparations.

## A GERMAN MANIFESTO.

BERLIN, July 11th.

The National Trades Federation has issued a manifesto declaring that the world's peace and economic progress are at stake, and exhorting the members to endeavour in every way to prevent strengthening the position of the German reactionaries.

## SCOTTISH LETTER.

## THE BIRTHDAY HONOURS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, June 7th.

Among the Scottish recipients of Birthday Honours the most notable is the Peerage conferred upon Sir Archibald Williamson, Bart., M.P., for Moray and Nairn. A grandson of the late Dr. Thomas Guthrie, of "ragged schools" fame, and the son of the late Stephen Williamson, M.P., of Glenogle, Forfarshire, he is a partner of the great shipping firm of Balfour, Williamson, & Co., and a director of the Central Argentine Railway, Lobitos Oilfields, and other companies. He is a prominent Scottish Parliamentarian, and was Financial and Parliamentary Secretary to the War Office. His elevation to the Lords will entail a by-election in Moray and Nairn.

Brig.-Gen. H. J. W. Drummond, who receives a Baronetcy, is Chairman of the London and South-Western Railway, of which enormous use was made during the war. He is the son of Sir James H. W. Drummond, Bart. of Hawthornden, Midlothian, and a member of the Royal Bodyguard of Scotland.

The new Knights include John Macpherson, C.B., F.R.C.P., recently appointed Professor of Psychiatry in the University of Sydney, New South Wales, who has rendered great service in connection with Scottish lunacy administration. Another Knight is William F. Russell, of the Glasgow Chamber of Commerce and the Glasgow Town Council. Among his services during the war was the raising at his suggestion of the 17th Highland Light Infantry, Chamber of Commerce Battalion.

George William Chrystal, one of the K.C.B.'s, is a son of the late Professor Chrystal, Edinburgh University, and has served in the Admiralty and Home Office. The Hon. Ronald C. Lindsay, made a C.B., is a brother of the Earl of Crawford, and is the Assistant Under Secretary for Foreign Affairs. Sir Auckland Geddes, who receives the G.C.M.G., is Ambassador Extraordinary and Plenipotentiary to the United States.

## THE CLOUDS OF RACIAL WAR.

The colour problem, and its dangers to the world was the text of the closing address of the Rev. Dr. Donald Fraser to the members of the General Assembly of the United Free Church of Scotland. Most attention was, naturally, paid to the state of matters in South Africa, where the Rev. Moderator laboured for many years, but important references were made to the East and Far East. In the world to-day, he said, a great menace was rising because men would not recognise human worth except in those whose skins were white, and while they attempted repression the soul of the depressed peoples was waking to life, and no power on earth could keep it from expression. Unless the teaching of Jesus Christ about human brotherhood became the conscience, active and ruling, of the nations, there would inevitably awaken a greater and fiercer explosion than anything in the past. Men tried to find salvation for their own race by acts which limited the movements and residence of the other races. He knew that there was terrible danger in the flooding of the Gospel to all nations; they would place among the lower races a leaven which would raise the status of the people, and in this way remove the danger of races mingling. The menace was not the infusion of colour, but the clash of differing civilisations.

On the Western Pacific slopes were 600 million Asiatics with the smallest allotment of land per capita of any nation on the earth. On the eastern slopes were six millions of whites with the greatest allotment per capita of any nation on the earth. No legislation in the world could keep these people apart. Salt water of different densities when it met was bound to coalesce. And the nations which dreaded the coming of one another were bound to see the day when they could no longer be kept apart. He saw no hope for that problem but in the Christian Church, giving Christ's Gospel to China and Japan, levelling up their culture to Christian standards, and Christ's Church teaching men, in spite of prejudices and hatreds, that before God there was but one race of mankind, and brotherhood was the only key to peaceable relations.

A SCOT A SCOT SUCCEEDS.

Sir William Noble, who has retired from the chair of Engineering in chief of the general Post Office, is a Scotsman—probably the best known Scot in London outside the ranks of Parliamentarians. He is President of the Burns Club of London; Vice-President of the Aberdeen, Banff, and Kincardine Association; a Governor of the Royal Scottish Corporation, a Director of the Royal Caledonian Schools, and incidentally one of the most successful of our electrical engineers. He began his career as a telegraphist in Aberdeen, and some years later this grit and ability gained for him the post of lecturer at Gordon's College, Aberdeen. After holding several other posts in Scotland he, in 1897, received an appointment on the technical staff of the Post Office in London. His big chance came with the telephoning of London, when he worked seven days a week from 6 a.m. to 11 p.m. His rise thereafter was rapid and uninterrupted.

Major T. F. Purves, who succeeds Sir William Noble, is a Berwickshire Scot. He studied in Edinburgh, served in the engineering department in Edinburgh Post Office, and afterwards was transferred to London. During the war he was responsible for the electrical equipment of the Army Signal Service. As is well known, in the later phases of the war the system of telegraph and telephone communications of the British armies reached an extraordinary degree of development and efficiency, far beyond that of any other nation, and for this success Major Purves was largely responsible.

LORD INCHCAPE AND ARBROATH.

Lord Inchcape of Strathnaver, a member of the mission to India in the autumn which is to "try and reduce the expenditure," has been presented with the freedom of his native town, Arbroath. He left the burgh 50 years ago in search of fortune, and found it. His Lordship has made a gift of £20,000 to be devoted to the relief of the deserving poor connected with the sea industries of Arbroath.

LORD MORLEY AS POOH-BAH.

In the course of a speech at Arbroath, Lord Inchcape said that he served under Lord Morley, another honorary Burgess of Arbroath, on the Council of India for a number of years, and he told a Gilbertian story in which Morley played the role of Pooh-Bah. "After Lord Morley had retired from the India Office," said Lord Inchcape, "he became Lord President of the Council, and was succeeded by the Marquis of Crewe. Lord Crewe got ill, and Lord Morley was called upon in the emergency to act as Secretary of State for India for a few months. Sir Edward Grey, as he was at that time, Secretary of State for Foreign Affairs, also got ill, and Lord Morley took over his duties too. He thus became at one and the same time Lord President of the Council, Secretary of State for India, and Secretary of State for Foreign Affairs. A serious divergence of opinion arose between the Foreign Office and the India Office on a certain subject. With the Permanent Under Secretary of State, I was called on by Lord Morley to argue the case for India, which we did to the best of our ability. Lord Morley having heard what we had to say, with a twinkle in his eye said, 'The Secretary of State for India, and he will now collaborate with the Secretary of State for Foreign Affairs, and if these two dignitaries do not agree he will refer the matter to the Lord President of the Council.'

THE GOLF CHAMPIONSHIP COMMITTEE must have felt that the problem of devising equitable conditions for the Amateur Championship, while at the same time confining the field to manageable proportions, had by their Prestwick experience become more acute and baffling than ever. At all costs it seems imperative that when the Championship is played near the great centres of population a Saturday final must be avoided. There is nothing undemocratic in this suggestion, nor any intention of depriving the masses of the pleasure of watching golf at its biggest and its best, but golf simply does not lend itself to a crowd of the proportions we had at Prestwick. In this respect it differs from all other sports which men engage in and the crowd delight to watch. Of course the conditions are identical to both the finalists, and as happened at Prestwick, both had the temperament which is impervious to such extraordinary conditions, but conceivably there might have been a tremendous advantage to one of the players. The final of the Ladies' Open showed how one player may be worried by the crowd and the other supremely indifferent to it. But that apart, there is far too great risk of the "rub on the green," which might even settle the destiny of the whole event.

RESTRICTING THE ENTRY.

The entry of players in the Amateur Championship is also much too great. One way out of the difficulty which is finding favour, is to restrict the Championship to players of a certain handicap who are members of a club which has put its handicapping on a proper footing. It might work drastically, but it would speed up the business of standardised handicapping.

## MISCELLANEA.

Mr. William I. Hunter, ex-Amateur Champion, is lost to British golf. He has been appointed representative of a Galashiels woollen manufacturing company, and will sail to America almost immediately. It will be remembered that after winning the Championship—which he has just dropped at Prestwick—he went round the leading golfing centres in the United States.

The estates of Keir and Cawley have been registered as a private limited liability company, with a capital of £50,000. The proprietors of the estates, Brigadier-General Archibald Stirling and the Hon. Mrs. Stirling, are the first directors.

It will interest many of your readers in the Far East to know that Captain Moody, the first captain of the famous tea clipper *Catty Sark*, is still alive. His address is Macduff House, Achnacurchy. The captain is 93 years of age, and though somewhat frail, still takes an active interest in affairs, and in the *Catty Sark* in particular, which as a young man he helped to design and afterwards commanded.

An Englishman who was a fellow traveller with me last week on a short sea trip propounded this theory why Scotsmen travel so much: Scotland's national beverage can be obtained on the high seas much cheaper than anywhere else—and, moreover, at practically all times.

OBITUARY.

At New York, Sir Ernest M. Raeburn, son of Sir William Raeburn, M.P. for Dumfries, 44. Sir Ernest was a Glasgow man, and was for a time head of the charter department, afterwards Director, of Raeburn & Varel, shipowners. On the outbreak of war, being rejected by the Army authorities on the grounds of health, he offered his services to the Government and filled several important posts in the Ministry of Shipping, being eventually Director-General of British Shipping at New York. His home was at Auchengower, Helensburgh, on the Clyde. Sir Ernest's widow is one of the leading Badminton players in the West of Scotland, and invariably takes a high place in tournaments.

Died, at 8, Midon Street, Springburn, Glasgow, George Shearer, aged 76, late chief engineer, Orient S. N. Line, also Canadian-Pacific Line, Hongkong and Vancouver.



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## PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.]

PARIS, June 5th.  
A sudden spell of unusually hot weather has resulted in a display of toilettes so diaphanous and transparent that their wearers seem to float along in a flow of misty drapings, and the very Boulevards have taken on the appearance of an immense florist shop for the display of these human flowers.

When one studies old photographs and reflects on the meanness with which women in by-gone days allowed themselves to be imprisoned in stuffy, tight-fitting clothes, one wonders also what would be the impression of these women on seeing the absolute freedom in dressing allowed the modern woman. One of the first things she did in order to cope with the problem of the heat wave was to discard sleeves. It is true, this particular part of her dress has been more or less a minor feature for so long that such an action was not a very drastic one; it only proved, however, the extent to which the modern woman is determined to express her emancipation and independence. She found the long diaphanous sleeves and the tiny short ones she has been wearing tiresome and uncomfortable; therefore she did away with them altogether and is now going about in a dress so *décolleté* that women with old-fashioned "necks" would consider it only fit to wear in a ball-room. Not only is modern Eve going about in street dresses minus sleeves but the depth of cut of the neck seems somehow to have increased so that she not only shows the bareness of her arms to the world but the whiteness of her neck as well, and, in frequent cases, her shoulders also. As a matter of fact, these Summer dresses are so *décolleté* in cut that there is practically nothing to distinguish them from an evening gown, except, perhaps, the choice of material. And yet, in most cases, even this would not be a guide, for crepe Georgette, crepe Roumain, crepe Marocain, not to mention the dozen or so other crepes with fantastic names and such new materials as Korrigan, Souffle de soie, Vitracrepe perlé, Roumainah perlé and Martella Floré, are used just as much for the day as the evening. As for lace, every third dress is a fairy-like creation of delicate piece lace draped over some heavier texture. There was a time when certain materials were looked upon as the rightful prey of dressmakers in search of spoil for their evening creations, but now there is hardly a material worn in the evening which cannot be seen any day along the Boulevards. There are a few rare exceptions, but very few. Amongst these are silver and gold lamé and tinsel brocades. The two former fabrics are too showy for street wear even for such a luxurious creature as the modern woman of fashion, and, although beautiful flowered brocades may be seen (especially worn by middle-aged or elderly women), there appears to be a rule of good taste which forbids brocades embroidered with a metallic thread from being worn in the day-time.

Moire is an old new material which has come back into favour, but the modern moire is a very different affair to the stiff, relentless fabric of our grand-mother's days. To modern moire has all the fascination of changing lights and all the elegance of the old-fashioned variety, but, instead of being stiff enough to stand up by itself, it is as soft and clinging as the finest of crepe Georgette. Such a compromise on the part of manufacturers proves to what an extent the "chemise" type of frock has come to be regarded as everlasting and unchangeable from the realm of dress. The old-fashioned variety of moire would never have made up satisfactorily into a "straight, clinging" "chemise" frock, nor lent itself to the sinuous folds of the draped gown that takes its place in the evening, so manufacturers set to work and evolved a moire which would answer all these modern requirements, with the result that a very charming and becoming fabric has been added to the list of those with which Madame loves to adorn herself.

As well as moire in its piece-form for dresses and capes, moire ribbon is ever so popular as a decoration for hat or dress. Dresses in dull crepe de Chine, crepe Marocain or a light serge look charming when a girle of moire ribbon with long, flowing ends is added; likewise, the dull surface of voile, sponge cloth, cotton crepe and suchlike washing materials is greatly improved when serving as a foil for the changing lights of black or bows of moire ribbon. Always, black in the colour chosen; sometimes a deep raven blue may be used, but black is preferable.

At Longchamp, yesterday, there were an amazing number of lace dresses worn. The most beautiful white and black silk laces were seen in such abundance that one would think these fairy-like fabrics cost no more than so much calico. At thought about reviving lace frocks they used them over an under-dress of contrasting black or white, or else some colour. The latest idea seems to be to use black lace over black and white lace over white, but not to contrast these two shades, nor to make the slightest use of a coloured underdress. The effect justifies this change in their tactics, because it would be difficult to imagine any type of dress more attractive than the lace frocks seen in such quantities at Longchamp yesterday. To make one is simplicity itself. Over a straight "chemise" frock of satin or one of the fashionable crepes is placed an overdress of lace, the same in cut only fuller, and longer, so that the hem falls two or three inches below the underdress. As with all other dresses, there are either no sleeves at all or also half covering the hand. A girle is added, and perhaps a bunch of flowers at the side. An alternative to this method is to cover only the skirt with lace, to leave the bodies quite plain and to add long lace sleeves. There were a few cream-coloured lace dresses worn over black satin and one or two black lace (Continued at foot of next column.)

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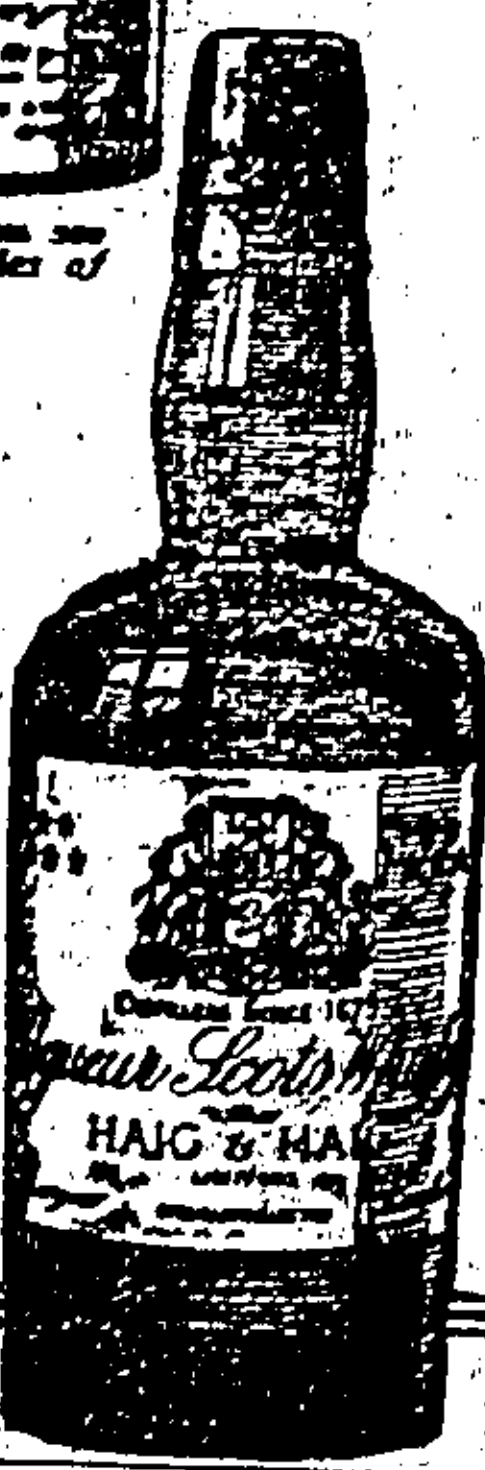
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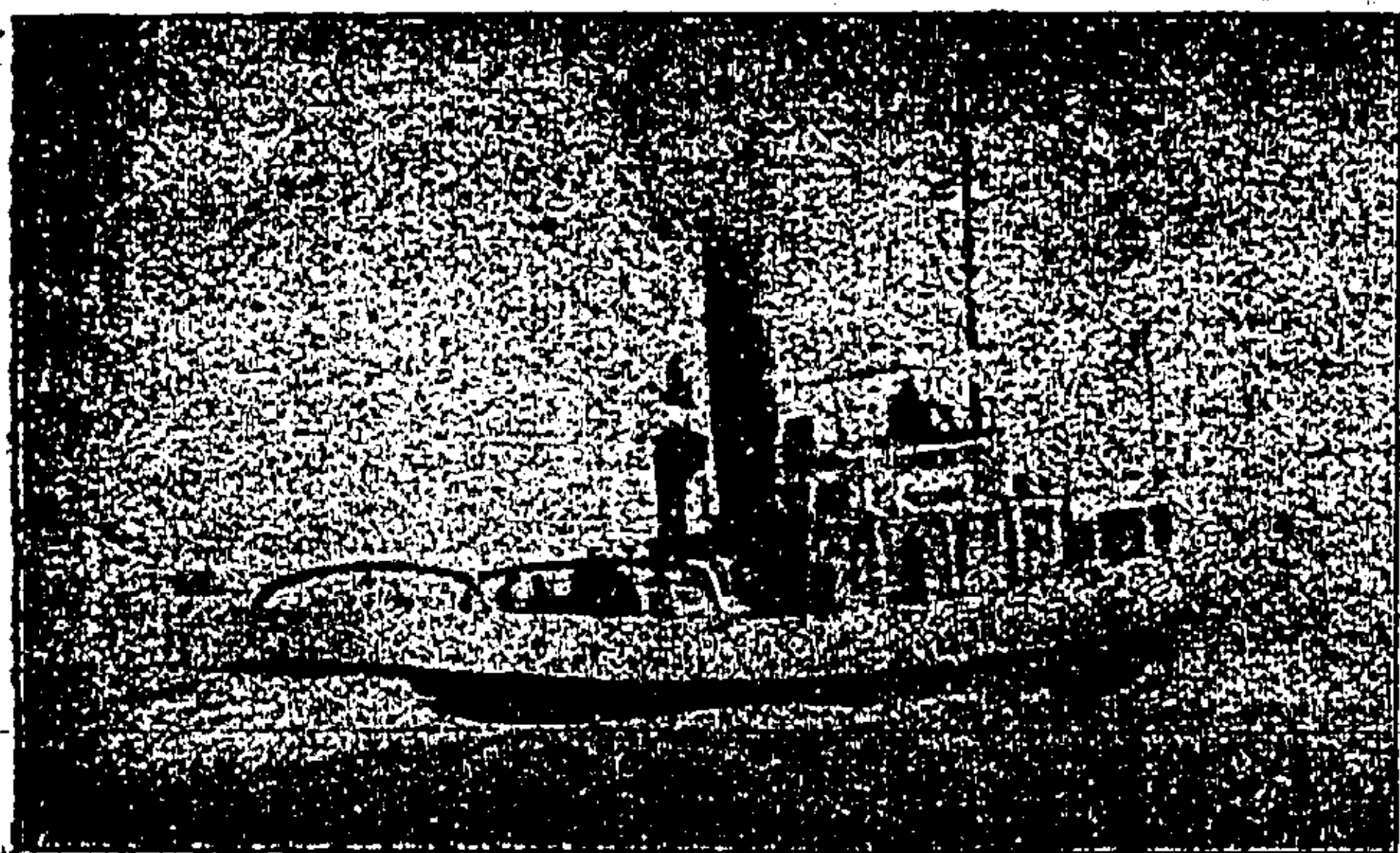
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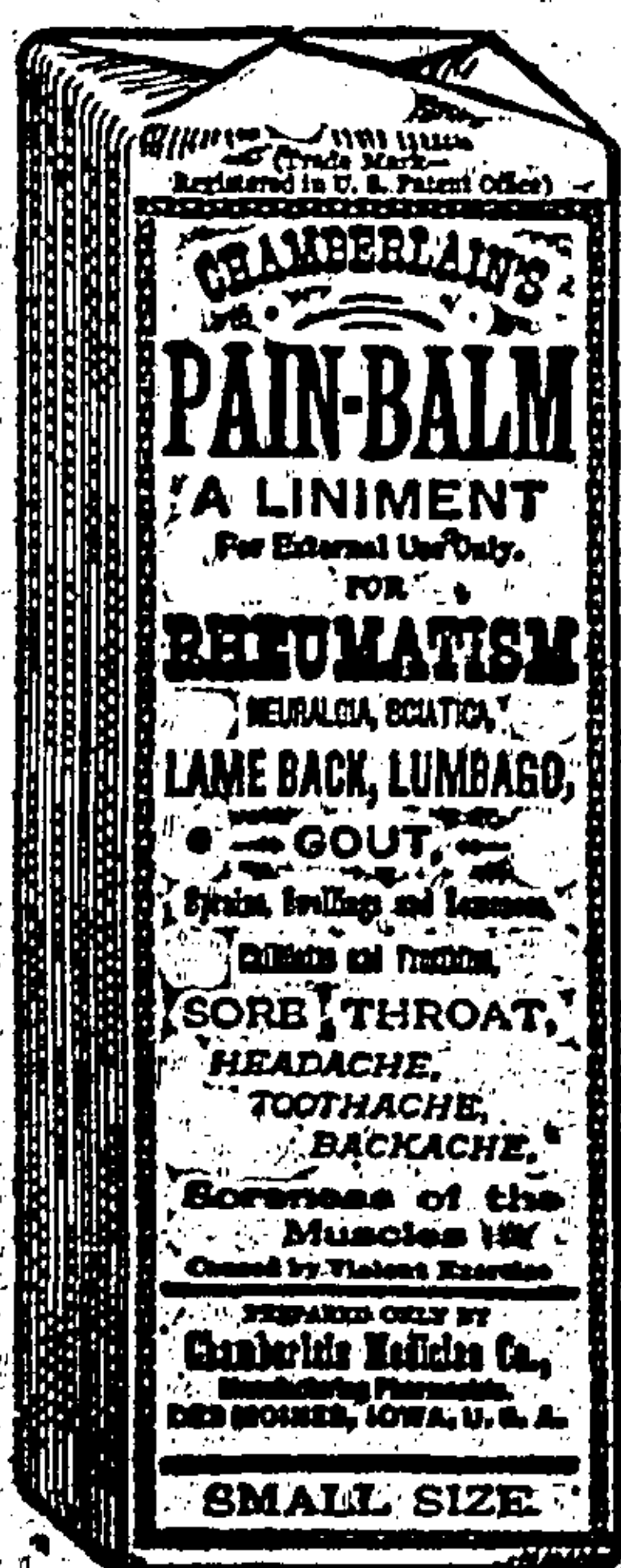
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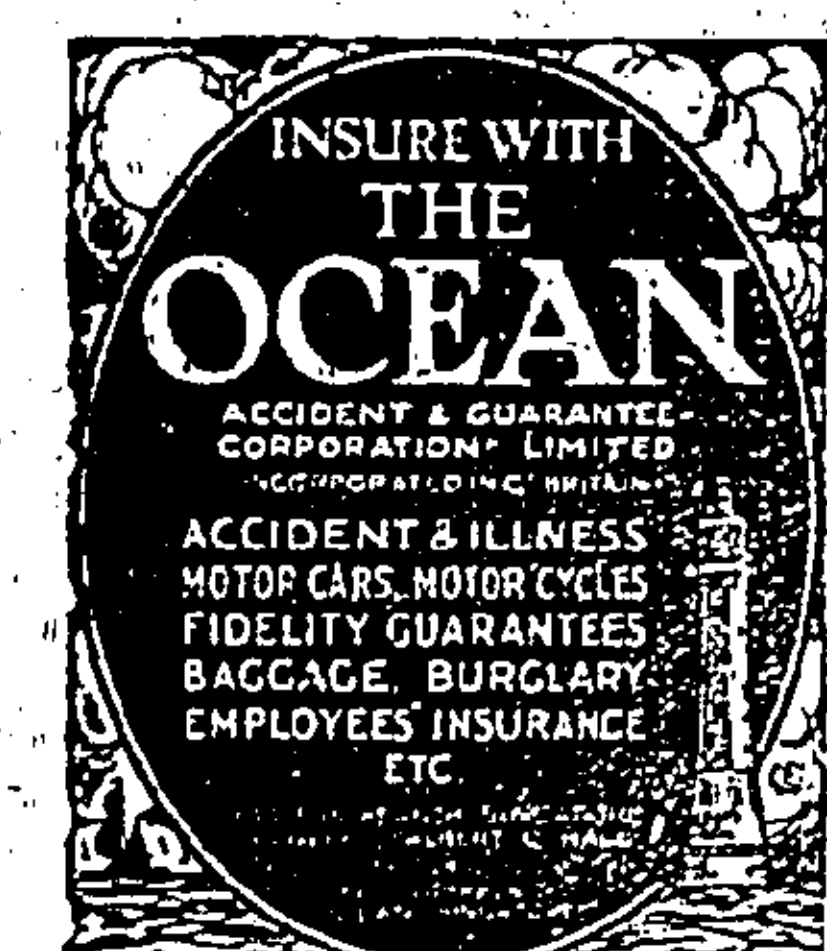
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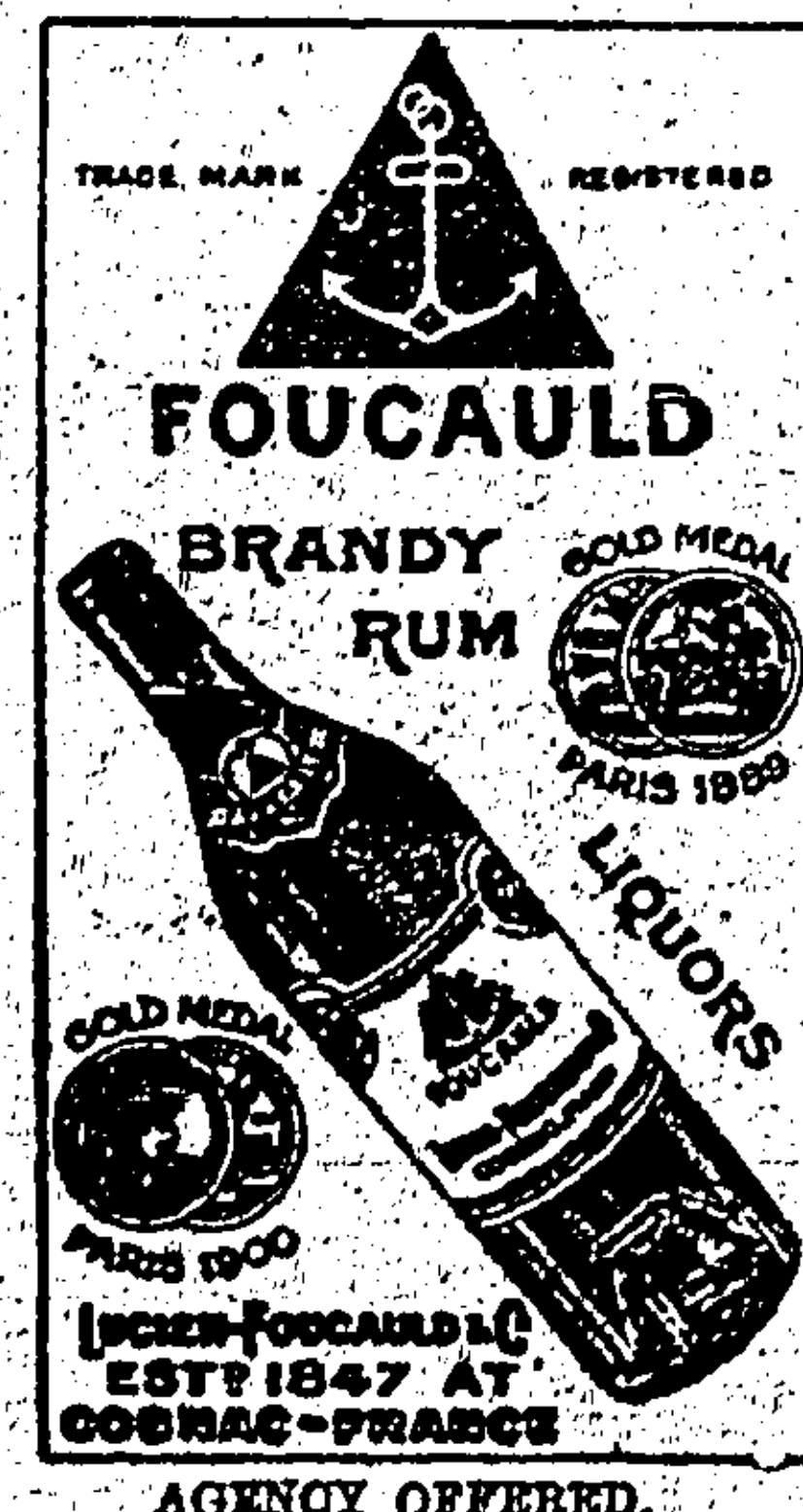


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### WORLD IN A NEW FRAME.

TIME AS THE FOURTH  
DIMENSION.

MR. A. S. EDDINGTON'S ROMANES  
LECTURE.

The Romanes Lecture was delivered in the Sheldonian Theatre at Oxford on May 24th by Mr. A. S. Eddington, Plumian Professor of Astronomy at Cambridge and President of the Royal Astronomical Society. Professor Eddington, who is recognized as the leading exponent of Einstein's theories in this country, took as his subject "The theory of relativity and its influence on scientific thought."

The lecturer started by referring to the revolution in astronomy brought about when the Copernican system was substituted for that of Ptolemy, and the paths of the planets, which a geocentric astronomy had to explain by a cumbersome machinery of spheres and wheels, now appeared as simple ellipses. But the outlook of modern physics was still geocentric in regard to the "frame of space and time" in which it was conceived. An observer in the sun would see things in a quite different "frame," and Einstein's great discovery was that there were many such systems of reckoning time and space, and that our geocentric "frame" was not universally applicable. To the observer in the sun a circle drawn by us on the moving earth would appear as an ellipse. This was the central idea of Einstein's conception of the relativity of space; and it was none the less true, because it turned out not to be mysterious. We must become accustomed to the idea that distance and duration and all the physical quantities derived from them were relative to quantities which altered when we passed from one observing station to another with different motion, just as we have recently learnt in economics that a pound sterling is not an absolute quantity of wealth, but in certain circumstances may be really seven-and-sixpence. So Kant said that "space and time are forms of experience," but the frame is supplied by the observer.

The lecturer then passed to the consideration of the applicability of the ideas to the theory of the fourth dimension—the work of Minkowski. The world common to all observers, he said, was one of four dimensions, three of space and one of time; to our experience of right-and-left, back-and-forwards, up-and-down was added the experience sooner-or-later. We were apt, owing to our solely terrestrial experience, to separate the fourth dimension sharply from the other three and to think of the enduring world as composed of a continuous succession of instantaneous states, as it were, stratified: the instant "now" representing one such stratum. But this supposed stratification was an illusion, and the instantaneous state an arbitrary partition created by us to correspond with our geocentric outlook. What was instantaneous in our "now" was not the events but our sense-impressions of them, as we could easily see in the case of light travelling to us from the sun or a star. We tried to patch up this inconsistency by "allowing" for the time necessary for its transit, but the theory of relativity recognized these "instants" as artificial partitions constructed for purposes of calculation. Illustrating this point the lecturer said it was found that particles shot off from radio-active substances, which sometimes attained speeds of 100,000 miles a second, increased in mass. This was so in our space-time frame, but in truth mass, too, was a relative quantity, and from its own point of view the electron was at rest, retained its mass, and was astonished at the incredible rate with which we were flying past it. The calculations as to the differences between our space-time frame and those of the electron led precisely to the proportionate increase of mass which was indicated by refined physical experiments. But the distortion was subjective and dependent on our transformation of the frame of space and time.

#### FOUR-DIMENSIONAL GEOMETRY.

Professor Eddington then pointed out that our geometry, at present concerned with the three-dimensional world, must be extended to the four-dimensional world. "We must not only speak of 'time-triangles' as well as space-triangles," but must learn to combine both in a new four-dimensional geometry. This led on to a discussion of gravitation under the aspect of relativity. He imagined an observer falling from an aeroplane, but in fact, from his hand he lets go an apple, which continues to fall poised in contact with his hand; in other words, in his new time-space frame it is at rest. This was the natural frame of the observer. Newton had to invent a mysterious force dragging the apple down; the apple observed only a familiar physical agency propelling Newton up!

Einstein had changed our picture, and just as we had already found that a flat map, such as Mercator's Projection, did not truly represent the earth, so now we were finding that a flat-Euclidean frame did not fit the world, for it was not flat but curved. Einstein had propounded a new theory of gravitation, which was remarkably confirmed at the total eclipse of the sun in 1919. He attributed the gravitation of massive bodies to a curvature of the world in the region surrounding them; his new law was not a reversal, but only a modification of Newton's law, which proved to be a rough generalization holding in our space-time frame, but not consistent with what was now known of the general plan of world-structure.

In all fields, Professor Eddington concluded, scientific thought was being revolutionized, but the revolution was the natural sequence of earlier revolutions. Einstein's theory crowned the work of Copernicus, but it would, in due course, sink into the commonplaces of educated thought.

HER SOUL TORN,  
HER BODY BLEEDING,  
SHE FOUGHT THE SHARP  
TONGUES OF EMPTY MINDS.

"THE SAGE HEN"  
A DRAMA FOR EVERY WOMAN  
WHO KEEPS HER HONOUR  
SACRED.



PEPS Your Best Safeguard.

When your throat feels hot, inflamed and sore, and too painful to swallow anything; when you are troubled with an irritating dry cough—be wise, end the trouble by dissolving one or two infection-killing Peps tablets in your mouth.

The powerful germicidal and healing medicine condensed in Peps and released in air-like form, is carried with the breath into the innermost tissues of throat, air-tubes and lungs. These volatile Peps fumes

#### EXTERMINATE GERM TROUBLE

before it can affect the windpipe and chest, they soothe sore inflamed membrane, and promptly end your cold, chill or bad throat like nothing else can.

Our dusty atmosphere and chilly night temperatures soon search out any throat or lung weakness, but Peps so strengthen and invigorate the breathing organs that they become immune to climate and disease.

Peps, which bring the rich balsamic air of the mountain pine forests into every home, provide a safe pleasant remedy for the throat, chest and lung troubles of young and old. They contain no harmful drug nor any formalin or other throat irritating chemical found in common tablets.

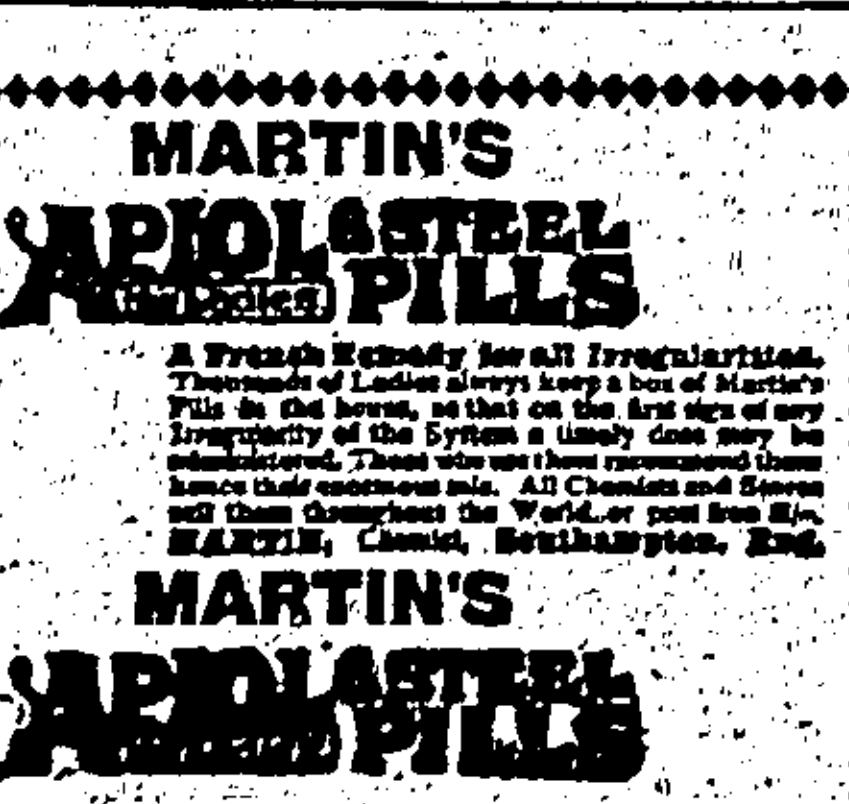
Peps are obtainable of all medicine vendors in sealed bottles, with directions.



Cuticura Is Just Right  
For Baby's Tender Skin

Bathe him with Cuticura Soap and warm water. Dry gently and it is a sign of redness, roughness, irritation or rash is present. Anoint with Cuticura Ointment to soothe, soothe and heal. Finally dust on a few grains of the fragrant, delicately perfumed Cuticura Talcum.

Keep in. Talcum in 25c. Ointment in 25c. and 50c. 6d. Cuticura Soap in 25c. and 50c. 6d. Sold everywhere. Write for literature to J. C. Cuticura, Dept. 10, P.O. Box 10, Lowell, Mass., U.S.A.



## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

### SAILINGS, SUBJECT TO ALTERATION

ANTUNG via CHEFOO	"YUSANG"	Thursday	13th July	Noon
HAIPHONG via HOIHOW	"LEESANG"	Friday	14th July	D.L.
SHANGHAI via SWATOW	"CHOYSANG"	Friday	14th July	Noon
MANILA	"YUENSANG"	Friday	14th July	8 p.m.
STRAITS & CALCUTTA	"KUMSANG"	Saturday	15th July	8 p.m.
TSINGTAU via SWATOW	"WAISHING"	Sunday	16th July	Noon
SHANGHAI	"FOOSHING"	Tuesday	18th July	Noon
BANGKOK via SWATOW	"TINGSANG"	Friday	21st July	Noon
TSINGTAU via SWATOW	"FOOKIANG"	Friday	21st July	8 p.m.
STRAITS & CALCUTTA	"HOSANG"	Sunday	23rd July	D.L.
Kobe & Yokohama	"CHEONGSHING"	Monday	24th July	Noon
TIENTSIN	"HINSANG"	Friday	28th July	Noon
SANDAKAN	"KUTSANG"	Friday	28th July	3 p.m.
STRAITS & CALCUTTA	"LAUSANG"	Sunday	30th July	D.L.
Kobe				

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued. Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when intermediate offers.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 3,000 ton steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken through Bills of Lading for Kadei, Jesselton, Labuan, Tawau and Lahad Dairi.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

s.s. "KUMSANG" will be despatched on or about  
Saturday, 15th July, at 3 p.m. for SINGAPORE, PENANG  
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT  
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGERS.

TELEPHONE No. 215.

## GLEN AND SHIRE

Joint Service of Steamers.

U.K.—STRAITS, CHINA & JAPAN SERVICE  
OUTWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENSHIRE"	16th July	16th July
"GLENNAVY"	24th July	24th July
"FEMBRONSHIRE"	7th August	7th August

### HOMWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENBEG"	4th Aug.	LONDON, ROTTERDAM, ANTWERP & HAMBURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 23 and 5556

Cable Address

Kawakita, Kato.

Sendley's A.N.C. 5th Ed.

and Send's Codes.

Telephone KAWAKITA

2445 5255.

## KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP ¥100,000,000

President: Mr. Y. KAWASAKI

Vice-President: Mr. K. MATSUOKA

Managing Director: Mr. MATSUYAMA

The Company has as head office in Japan

### NEW CARGO STEAMERS

ALWAYS READY FOR

CHARTERS of all descriptions.

The following are comprised in the Company's Fleet—  
Eleven steamers of 9,100 tons each deadweight

And under the Company's Management—

1 twenty steamers of about 9,100 tons deadweight each;  
Two steamers of about 6,400 tons deadweight each.  
(Kawakita & Co., Ltd.)

For Charter and other particulars apply to the

KAWASAKI KISEN KAISHA.

50, 5, BARR ROAD



## SHIPPING NEWS

## ARRIVALS

July 11th.  
**Shichow**, Chinese str., 745 tons, Capt. J. H. Van De Berg, from Swatow, none.—Yee Woo & Co.  
**Yusang**, British str., 1,192 tons, Capt. J. Campbell, from Shanghai, none.—J.M. & Co.

July 12th.  
**Haiyang**, British str., 1,750 tons, Capt. W. C. Passmore, from Swatow, with a general cargo.—D.L. & Co.  
**Hok Canton**, Chinese str., 556 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing & Co.

**Hydrangea**, British str., 561 tons, Capt. W. J. Collum, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.  
**Lushan Maru**, Japanese str., 1,517 tons, Capt. T. Yashikawa, from Shanghai, with a general cargo.—N.Y.K.

**Shantung**, British str., 1,565 tons, from Shanghai, with a general cargo.—B. & S.  
**Shochoku**, British str., from Canton.  
**Tsushima Maru**, Japanese str., from Canton.

## CLEARANCES

July 12th.  
**Shichow**, for Shanghai.  
**Lushan Maru**, for Canton.  
**President McKinley**, for Keelung.  
**Scitien**, for Swatow.  
**Tsushima Maru**, for Keelung.

## PASSENGERS

DEPARTURES.  
 Per N.Y.K. S.S. **Amo Maru**, on July 12th.—Mr. J. R. Watson, Dr. P. Z. Martin, Mr. F. Oakden, Miss E. Holmes and a number of Japanese passengers.

## SHIPPING MOVEMENTS

The B.I. (Apar Line) S.S. **Janus** is expected to arrive at Hongkong on or about July 16th.

The P. & O. Co.'s S.S. **Sardinia** left Singapore for this port on July 12th, at 8 a.m., with the outward English mails, and is due here on July 17th, about 6 a.m.

The R.M.S. **Kempess** of Canada arrived at Yokohama on July 11th, at 7.30 a.m., left the same day at 6 p.m., and is due at Hongkong on July 20th, at 6 a.m.

The N.Y.K. S.S. **Fanagata Maru** (Calcutta line) left Kobe for Hongkong via Moji on July 11th, and is expected here on July 15th.

The N.Y.K. S.S. **Kitano Maru** (Europe line) left Kobe for Hongkong via Moji and Shanghai on July 11th, and is expected here on July 20th.

## VESSELS EXPECTED

**Aki Maru** (N.Y.K.), due July 13th.  
**City of Lincoln** (Bank Line), due August 15th.

**Egra** (B.I. Apar Line), due July 13th.  
**Empress of Canada**, due July 20th.  
**Japon** (Blue Funnel), due July 19th.

**Kamakura Maru** (N.Y.K.), due July 23rd.  
**Katsuragi Maru** (N.Y.K.), due July 23rd.  
**Macao** (Blue Funnel), due July 24th.

**Mentor** (B.I. Apar Line), due July 19th.  
**Tanda** (B.I. Apar Line), due July 23rd.  
**Thetis** (Blue Funnel), due July 18th.

**Yokohama Maru** (N.Y.K.), due July 18th.  
**Yokohama Maru** (N.Y.K.), due July 18th.

## WEATHER REPORT

July 12th, at 7.50.—Warning to Hongkong, Coast Ports, etc.—Typhoon of unknown intensity within 60 miles of Lat. 20 deg. N. Long. 118 deg. E. moving N.N.W.

July 12th, at 1.11.—Local signal No. 4 hoisted.  
 July 12th, at 7.50.—Local signal No. 6 hoisted.

July 12th, at 11.25.—Pressure has increased considerably over N.E. Japan and moderately from Vladivostok to central Japan. It has decreased moderately at Hongkong.

At 6 a.m. this morning the typhoon was about 100 miles S.W. of Gap Rock, moving N.N.W. apparently.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 12th July, 0.62 inch. Total since January 1st, 29.76 inches, against an average of 52.42 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—  
 Direction: Strong E. to S.E. gale, moderating; overcast, rain.

Forecast: Strong E. to S.E. gale, moderating; overcast, rain.  
 Hongkong to Gap Rock: N.E. winds, moderate.

South coast of China between the same as Hongkong and Lamooki: No. 1.  
 South coast of China between the same as Hongkong and Hainan: No. 1.

## BOARD OF CONSERVANCY WORKS OF KWANTUNG

WATER LEVELS IN ENGLISH FEET AT 10 A.M. 1922.

Place of Observation	High water recorded	Low water recorded	July 10	July 11	July 12
Wuchow, W. River	+79.50	-2.49	2.80	28.00	
Kongmoon, W. River	+14.70	-0.80		6.90	
Linkinghow, N. River	+57.00				
Shanghai, N. River	+27.25	-5.80	8.90	8.90	
Shanghai, E. River	+15.15	-0.98	8.50	7.40	

Engineer-in-Chief.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

"KUMSANG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained. Goods not cleared by the 13th inst. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 7th July, 1922. [1215]

## SS. "ANDRE LEBON."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE

CONSIGNEES of Cargo from Marseilles in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after the 18th inst. at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th instant, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Thursday, the 13th inst., at 10 a.m.

No Fire Insurance has been effected.

A. JOBAR, Actg. Agent.

Hongkong, 7th July, 1922. [1208]

## THE BEN LINE STEAMERS, LTD.

From LEITH, ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENAVON."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 28th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, whence they will be examined on the 14th inst., at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. LTD., Agents.

Hongkong, 7th July, 1922. [1208]

## "GLEN" LINE, LIMITED.

## NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS.

THE M.V. "GLENLUCE"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 14th July, 1922, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 14th July, 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 7th July, 1922. [1210]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"DIOMED"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 10th July.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th July will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 29th July, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th July, 1922. [1220]

## CANADIAN PACIFIC STEAMSHIPS LIMITED

## HOME VIA CANADA

## Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Arrive Vancouver	From Canada	Due England
Empress Asia	July 13	July 31	Aug. 8
Empress Canada	July 27	Aug. 13	Aug. 22
Empress Russia	Aug. 10	Aug. 26	Sept. 3
Empress Australia	Aug. 24	Sept. 11	Sept. 19
Empress Asia	Sept. 7	Sept. 25	Oct. 3
Empress Canada	Sept. 21	Oct. 9	Oct. 17
Empress Russia	Oct. 6	Oct. 23	Oct. 31
Empress Australia	Oct. 19	Nov. 6	Nov. 14
Empress Asia	Nov. 2	Nov. 20	Nov. 28

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Special train Vancouver to Chicago leaves immediately after ship's arrival. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

CANADIAN PACIFIC STEAMSHIPS, LIMITED.  
 Hongkong Office. Telephone 752. Cable Address: GACANPAC.

## CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)  
 OPERATING FAST FREIGHT AND PASSENGER STEAMERS  
 "NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS  
 Minimum Rate U.S.G. \$577.07  
 Maximum Rate U.S.G. \$920.50  
 First Class Accommodation Throughout.

## Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

S.S. "NANKING" S.S. "CHINA" S.S. "NILE"

August 10th. Sept. 16th. Sept. 29th.

## Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN" S.S. "ARMANESTAN"

For Amoy July 18th. For Singapore only July 18th.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

O. T. SURRIDGE, GENERAL AGENT.  
 FRANK'S BUILDING, 101 HONG STREET,  
 TELEPHONE: PASSENGER DEPT. TEL: FREIGHT DEPT. & AGENT,  
 No. 1934. No. 2161.

CABLE ADD: "OHMAIL"

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## JAPAN COAL

AND GENERAL IMPORTS & EXPORTS

AGENTS FOR:—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE: TOKIO.

No. 14, PEDDER ST., HONGKONG.

## A. G. DA ROCHA

AUTHORIZED SURVEYOR AND GENERAL BROKER

No. 2A, D'Arquilla Street, Telephone No. 2723

## WEEKLY AUCTIONS.

TUESDAYS—

MISCELLANEOUS GOODS

THURSDAYS—

VALUABLE HOUSEHOLD FURNITURE

SATURDAYS—

EXCELLENT ROUGH FURNITURE

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## N. Y. K.

## VICTORIA, SEATTLE &amp; VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

YOKOHAMA MARU (Calling Keelung) ... Wednesday, 26th July, at 11 a.m.

KAGA MARU (Calling Keelung) ... Friday, 18th Aug. at 11 a.m.

MARSEILLES, LONDON & ANTWERP ... Singapore & Co.

KITANO MARU ... Friday, 21st July, at 11 a.m.

HAMBURG via LONDON, ROTTERDAM. ... 4th August, at 11 a.m.

TSUYAMA MARU ... End of July.

LIVERPOOL via MARSEILLES and VALENOIA. ... End of July.

SADO MARU ... End of July.

SYDNEY & MELBOURNE via Manila, &c. ... Tuesday, 18th July, at 11 a.m.

YOSHINO MARU ... Tuesday, 15th Aug. at 11 a.m.

AKI MARU ... Tuesday, 15th Aug. at 11 a.m.

NEW YORK via PANAMA. ... Sunday, 30th July.

NEW YORK via Suez. ... Sunday, 30th July.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

BOMBAY via Singapore and Colombo. ... Tuesday, 25th July

TAMBA MARU ... Wednesday, 19th July.

CALCUTTA via Singapore, Penang & Rangoon. ... Wednesday, 19th July.

YAMAGATA MARU ... Friday, 14th July, at 11 a.m.

NAGASAKI, KOBE & YOKOHAMA. ... Friday, 14th July, at 11 a.m.

AKI MARU ... Wednesday, 19th July.

WAKASA MARU (calling Nagasaki) ... Friday, 21st July.

KATORI MARU ... Monday, 24th July, at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA

K. H. KAMEI, Manager.

Telephone Nos. 292 & 293.

## STRUTHERS &amp; BARRY.

MANAGING AGENTS.—UNITED STATES SHIPPING BOARD.

## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

"West Farallon" ... Due Hongkong 20th July.

"Apus" ... Leaves Hongkong 22nd July.

"Apus" ... Due Hongkong 12th Aug.

"Apus" ... Leave Hongkong 14th Aug.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS

TO MANILA, SINGAPORE, BATAVIA,

SAMARANG AND SOERABAYA.

"West Ivan" ... Due Hongkong 17th July.

"Bearport" ... Leaves Hongkong 18th July.

"Bearport" ... Due Hongkong 6th Aug.

"Bearport" ... Leaves Hongkong 7th Aug.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to—

STRUTHERS AND BARRY.

General Agent for 1st Floor, Powell's Building,

Phone No. 3008

JAPAN



# ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO. LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

1. "CITY OF MANCHESTER" ... 15th July ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

1. "CITY OF CAMBRIDGE" ... 3rd Aug. ... Havre, London, Antwerp & Hamburg.

2. "CITY OF MANCHESTER" ... 20th Aug. ... Marseilles, London, Antwerp & Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

or KERN & CO., CANTON.

THE BANK LINE, LTD.

General Agents.

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## BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

1. "KIKULUNG" (Calls at Philadelphia) ... via Suez Canal ... 15th July.

2. "CYCLOPS" ... via Suez Canal ... 25th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON. BEISS & CO., CANTON.

## MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS. STEAMERS & DISPLACEMENT. SAILING DATES.

SHANGHAI, KOBE & YOKOHAMA ... "AMBOISE" ... 15,000 ... On or about 21st July.

MARSEILLES, via HALPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID ... "CORDILLERE" ... 10,000 ... On or about 4th Aug.

MARSEILLES, via HALPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID ... "CHAMBORE" ... 15,000 ... On or about 25th July.

MARSEILLES, via HALPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID ... "ANDRE LEBON" ... 22,000 ... On or about 8th Aug.

MARSEILLES, via HALPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID ... "AMBOISE" ... 15,000 ... On or about 22nd Aug.

MARSEILLES, via HALPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT SAID ... "CORDILLERE" ... 11,000 ... On or about 5th Sept.

COMMERCIAL LINE

TUNIS, HARVE, DUN, KIRK & ANTWERP ... "COMMISSAIRE PIERRE LECOQ" ... About beginning August.

Direct ... ALSO SERVICE TO BORDEAUX, HAVRE, DUNKERQUE, & ANTWERP. (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

Telephone 740.

A. JOHARD, Acting Agent, Queen's Building.

## DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers, saving space accommodation for First-Class Passengers, Electric Light and Fan in staterooms, sleepers and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. W. G. Passmore ... Friday, 14th July, at 1 p.m.

HAIPHONG ... Capt. J. S. Thomson ... Tuesday, 19th July, at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO., General Manager.

## YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hellow & Pakhoi

1. "HOZUI MARU" ... on or about 20th July.

FOR KEELUNG via Swatow & Amoy

1. "TAIKWA MARU" ... on or about 20th July.

For further particulars, please apply to—

S. MITARAI, Agent.

Branch Office: No. 27 Bonham Street, West. Tel. No. 155.

Top Floor, King's Building. Tel. No. 140.

# P. & O., British India Apcar and Eastern & Australian Lines

COMPANIES Incorporated in ENGLAND.

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KARMALA"	9,000	19th July	Marseilles, London & Antwerp
"SOUDAN"	7,000	22nd July	Singapore, Penang, Colombo & Bombay
"KASHGAR"	9,000	31st July	Bombay, Marseilles, London & Antwerp
"SICILIA"	6,702	18th Aug.	Singapore, Penang, Colombo & Bombay
"ALIPORA"	5,373	22nd Aug.	Marseilles, London & Antwerp
"SARDINIA"	6,680	18th Aug.	Singapore & Bombay
"DEVANAH"	8,091	30th Aug.	do.
"NOVARA"	6,650	13th Sept.	do.
"MACEDONIA"	10,613	27th Sept.	Bombay, Marseilles, London & Antwerp
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp
"DONGOLA"	8,056	25th Oct.	do.
"KHYBER"	9,000	18th Nov.	do.
"NAGOYA"	7,000	22nd Nov.	do.
"KAMALA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp
"KASHGAR"	9,000	30th Dec.	Marseilles, London & Antwerp
"PLASSY"	7,240	3rd Jan. 1924	do.

### BRITISH INDIA - APCAR SAILINGS

"EGRA"	5,108	16th July	Singapore via Amoy.
"JANUS"	5,924	17th July	Calcutta via Singapore & Penang.

### EASTERN & AUSTRALIAN SAILINGS (South)

"St. ALBANS"	4,000	3rd Aug.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc. The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal. The P. & O. Royal Mail Steamers to London via Suez Canal. The P. & O. Branch Service of Steamers to London via the Cape.

### SAILINGS TO SHANGHAI & JAPAN

"SARDINIA"	6,580	18th July	Shanghai, Amoy, Kobe & Yokohama.
"TANIA"	6,966	24th July	Shanghai & Kobe.
"ALIPORA"	5,373	25th July	Kobe.
"SICILIA"	6,702	1st Aug.	Shanghai only.

All dates are approximate and subject to alteration without notice.

### WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge.

Parcels (Maximum not more than 94 lb. x 9 ft. x 1 in.) will be received at the Company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO., Agents.

25, Des Voeux Road Central, HONGKONG.

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—MARSEILLES—

Monthly direct service via Singapore and Penang.

"ATLAS MARU" ... Monday, 17th July.

BURNOES AIRS—RIO DE JANEIRO, SANTOS, DURBAN, CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

"CHICAGO MARU" (calling at Algeira Bay) ... Sunday, 16th July.

BOMBAY & COLOMBO—RAGULAN PORT—SINGAPORE—SINGAPORE

"INDO MARU" ... Friday, 21st July.

SAIGON, HANGKOW & SINGAPORE

"KISHU MARU" ... Tuesday, 1st Aug.

CALCUTTA—Through service via Singapore, Penang & Rangoon.

"PEKING MARU" ... Sunday, 16th July.

VICTORIA, VANCOUVER, SINGAPORE & TAOYMA—

Via Dalat—Taking cargo to OVERLAND PORTS U.S.A. & CANADA.

"ARIZONA MARU" ... Friday, 21st July.

NEW YORK via PANAMA—Regular monthly service via Japan, Penang, San Francisco, Panama and Cuban Ports.

"HAGUE MARU" ... 1st week of August.

NEW ORLEANS LINE—via SUEZ.

"YAMAGUCHI MARU" ... Thursday, 28th Sept.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

"ALTAI MARU" ... Sunday, 3rd Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KAJIO MARU" ... Every Sunday, Noon.

"YAMAGUCHI MARU" ... Thursday, 13th July.

TARAO via SWATOW & AMOY

"SOBU MARU" ... Thursday, 13th July.

Tel. No. 490.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED,

(Incorporated in Great Britain)

St. George's Building.

Telephone 2185.

Telegrams (Transpacific).

# C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To Sail
HONGKONG & SINGAPORE	"CHIN HUA"	On 13th July, 9 a.m.
AMOY & SHANGHAI	"SOOCHOW"	On 13th July, 4 p.m.
HONGKONG	"CHANGCHOW"	On 14th July, D.L.
SWATOW, AMOY, SWATOW & SINGAPORE	"KWANGCHOW"	On 14th July, 2 p.m.
CHIEFOO & TIENTSIN	"KUNGHOW"	On 14th July, 4 p.m.
SHANGHAI & TIENTSIN	"FOOCHOW"	On 14th July, 4 p.m.
SHANGHAI & TIENTSIN	"SHANTUNG"	On 15th July, 4 p.m.
PAKHAI & HAIPHONG	"KAI FONG"	On 16th July, D.L.
Amoy, Mayila, Hong Kong & KALUMBOGAN	"TEAN"	On 16th July, D.L.
SWATOW & SHANGHAI	"CHENG TU"	On 16th July, 4 p.m.
SWATOW, SHANGHAI & TIENTSIN	"LIANGCHOW"	On 16th July, noon.
SWATOW & BANGKOK	"KIUNGCHOW"	On 18th July, 2 p.m.
WEIHAIWEI, CHEFOO & NEWCHWANG	"FASHING"	On 20th July, 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO. Excellent Saloon accommodation, electric fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through bills of lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) Agents.

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Australia
"TAIYUAN"	20th July.	25th July.

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, carrying a plentiful supply of Ice Fresh Fruit, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. United Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE

Telephone No. 25. (JOHN SWIRE & SONS, LTD.) Agents.

## SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL
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For further particulars apply to

Messrs. BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.) Agents.

Telephone 34.

## PACIFIC MAIL S.S. CO.

MANAGING AGENT, U.S. SHIPPING BOARD

EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports US\$620.50 First Class

Through.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

SS. "PRESIDENT WILSON" ... July 29th ... Aug. 17th

(formerly "EMPIRE STATE") ... Aug. 23rd ... Sept. 14th.

SS. "PRESIDENT LINCOLN" ... Sept. 13th ... Oct. 5th.

(formerly "HOOSIER STATE") ... Oct. 5th.

SS. "PRESIDENT CLEVELAND" ... Oct. 5th.

(formerly "GOLDEN STATE") ... Oct. 5th.

HONGKONG-CALCUTTA SERVICE

CALCUTTA via SINGAPORE, PENANG AND RANGOON.

SS. "DOYLESTOWN" ... July 13th.

TAMPA-INTER-OCEAN S.S. CO.

For HAVANA, NEW ORLEANS, NEW YORK.

SS. "HEFFRON" ... Aug. 27th.

SS. "VICTORIOUS" ... Sept. 5th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO" Union Building, Hongkong.

Agents at CANTON—BEISS & CO.

## DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

1. "EGREMONT CASTLE" ... sailing on or about 3rd August.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through bills of lading.

FOR SHANGHAI

1. "TRACIA" ... sailing on or about 10th August.

FOR BRINDISI, VENICE & TRIESTE

1. "NIPON" ... sailing on or about 23rd July.

1. "TELJIA" ... sailing on or about 29th August.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

1. "UMONA" ... sailing 20th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

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